



**Transportation Improvement Board**  
**March 22-23, 2007 – Yakima, Washington**  
**Location: Yakima Oxford Suites**  
**1701 E. Yakima Avenue**  
**Yakima WA 98901**  
**(509) 457-9000**

March 22, 2007 – 1:30 PM  
**WORK SESSION AGENDA**

WORK SESSION			Page
<i>General Matters</i>			
1:30 PM	A.	Supplemental Increase Introduction	Steve Gorcester
<i>Increase Request</i>			
2:00 PM	B.	City of Ferndale: Malloy Road	Greg Armstrong 35
2:30 PM	C.	City of Montesano: Main Street	Greg Armstrong 38
2:45 PM	D.	City of Toppenish: Toppenish Avenue	Greg Armstrong 40
<i>Route Jurisdiction Transfer Request</i>			
3:15 PM	E.	Skamania County: USFS Road 90	Steve Gorcester 43
3:30 PM	B R E A K		
<i>Program Issues</i>			
3:45 PM	F.	TIB 101	Steve Gorcester 1
4:45 PM	G.	Proposed Criteria Changes for FY 2009	Greg Armstrong 20
5:10 PM	H.	WAC 479-05 Review & Approval	Rhonda Reinke 58

Dinner (*on your own*)



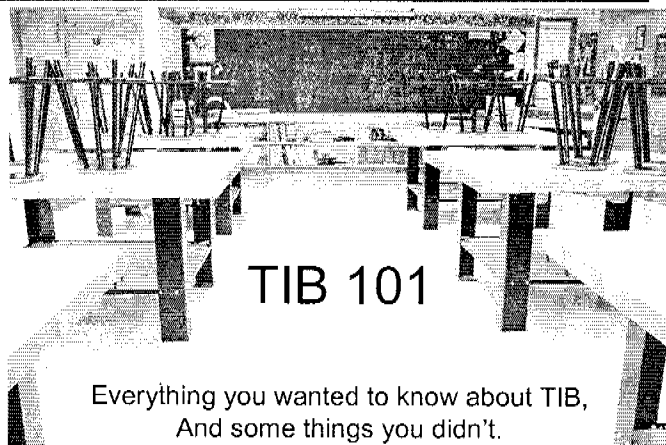
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March 23, 2007 – 9:00 AM  
BOARD AGENDA

		Page
1.	CALL TO ORDER	Chair Bowman
2.	GENERAL MATTERS	
	A. Approval of January 26, 2007 Minutes	Chair Bowman 23
	B. Communications	Steve Gorcester
	1. Dangerous walkway to Garfield school to be fixed – <i>The Boomerang</i>	28
	2. Widening planned for I12 <sup>th</sup> – <i>The News Tribune</i>	29
	3. SeaTac celebrates International Boulevard upgrades – <i>Highline Times</i>	30
3.	NON-ACTION ITEMS	
	A. Chair's Report to the Board	Chair Bowman
	B. Executive Director's Report	Steve Gorcester
	C. Financial Report	Theresa Anderson
	D. Project Activity Report (1/1/07 – 2/28/07)	Greg Armstrong 31
4.	ACTION ITEMS	
	<i>Increase Request</i>	
	A. City of Ferndale: Malloy Road	Greg Armstrong 35
	B. City of Montesano: Main Street	Greg Armstrong 38
	C. City of Toppenish: Toppenish Avenue	Greg Armstrong 40
	<i>Route Jurisdiction Request</i>	
	D. Skamania County USFS Road 90: Ad Hoc Committee Appt.	Steve Gorcester 43
	<i>Program Issues</i>	
	E. WAC 479-05 Revisions Approval	Rhonda Reinke 58
5.	FUTURE MEETINGS	
	May 17-18, 2007 – Walla Walla	September 27-28, 2007 – Wenatchee
	July 26-27, 2007 – Port Angeles	November 15-16, 2007 – Tacoma
6.	EXECUTIVE SESSION	Chair Bowman
7.	ADJOURNMENT	



## Washington State Transportation Improvement Board



## TIB Funds

- **Urban Arterial Trust Account (UATA)**
  - Urban Arterial Program
  - Small City Arterial Program
  - Sidewalk Program
  - City Hardship Assistance Program (under current law)
- **Transportation Improvement Account (TIA)**
  - Urban Corridor Program
- **Small City Pavement and Sidewalk Account (SCPSA)**
  - Small City Pavement Program
  - City Hardship Assistance Program (w/ SHB 1482/SB 5483)

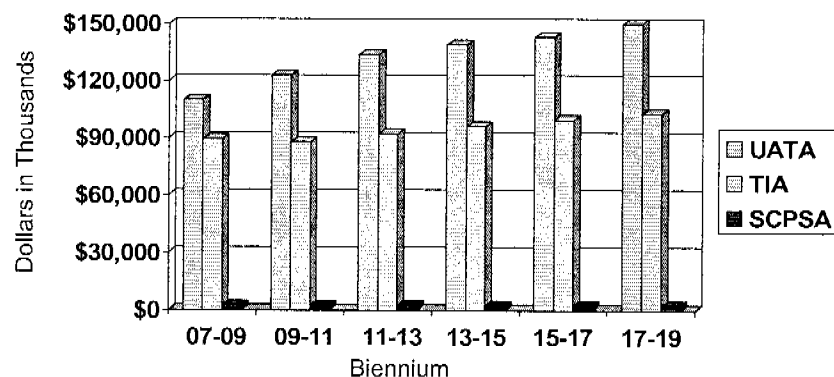
## TIB Revenues

\$104 million/year

- Urban Arterial Trust Account
  - Share of gas tax, \$56m/yr
  - CHAP, \$900,000/yr
  - Interest, \$325,000/yr
- Transportation Improvement Account
  - Share of gas tax, \$43m/yr
  - Partnership Account, \$2.5m/yr
  - Interest, \$140,000
- Small City Preservation and Sidewalk Acct.
  - Partnership account, \$1m/yr
  - Interest, \$40,000/yr

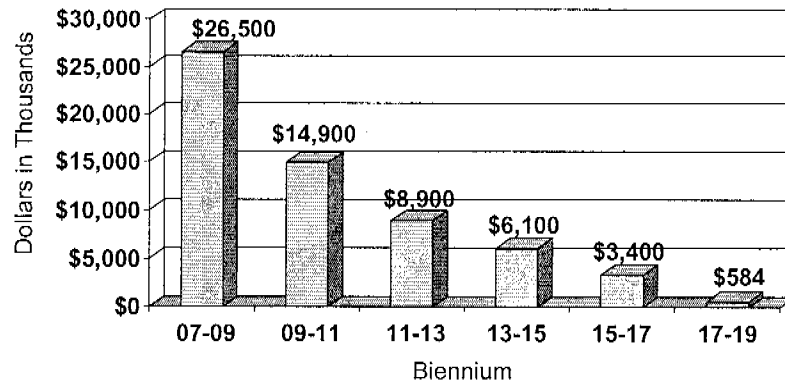
## TIB Trends

Future Available Funding



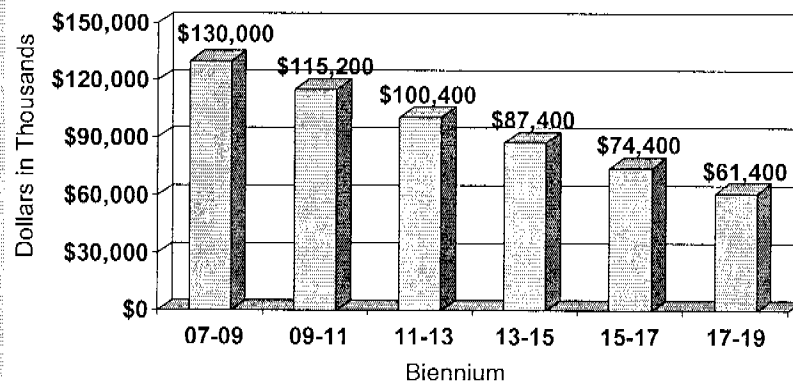
## TIB Trends

### Urban Arterial Trust Account Debt Balance



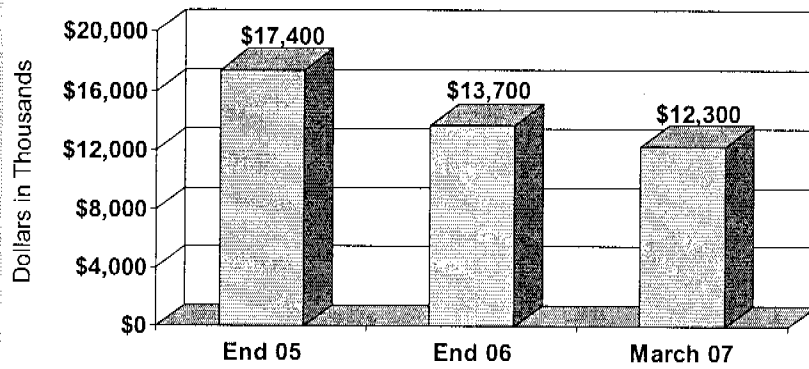
## TIB Trends

### Transportation Improvement Account Debt Balance



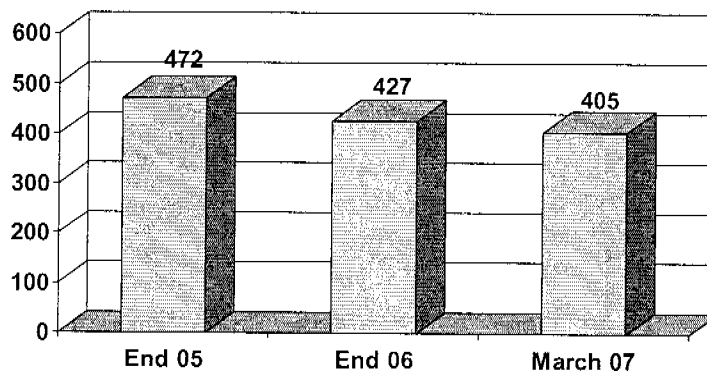
## TIB Trends

### Account Balance



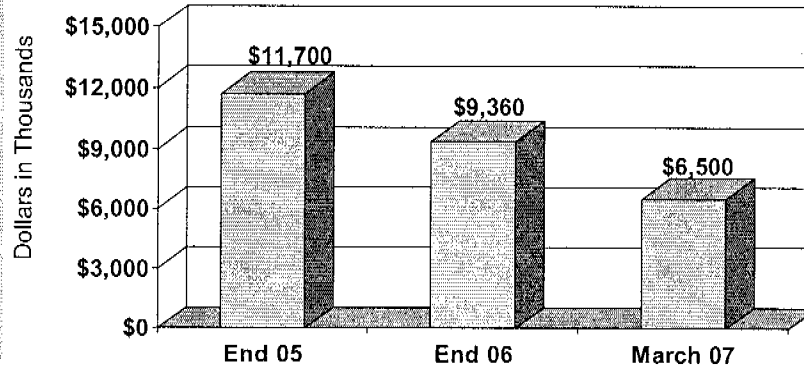
## TIB Trends

### Active Projects



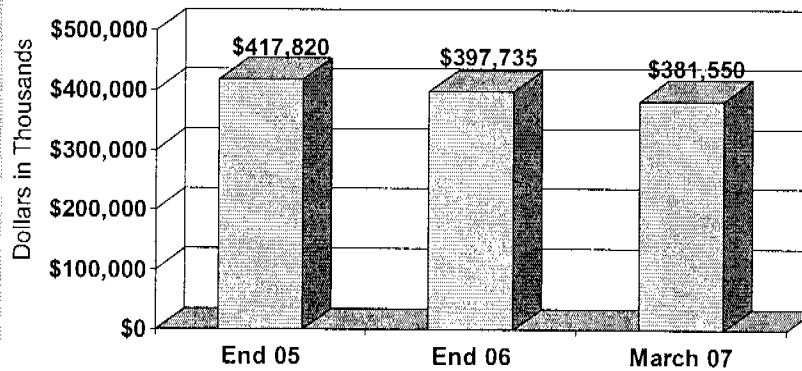
## TIB Trends

### Outstanding Payments



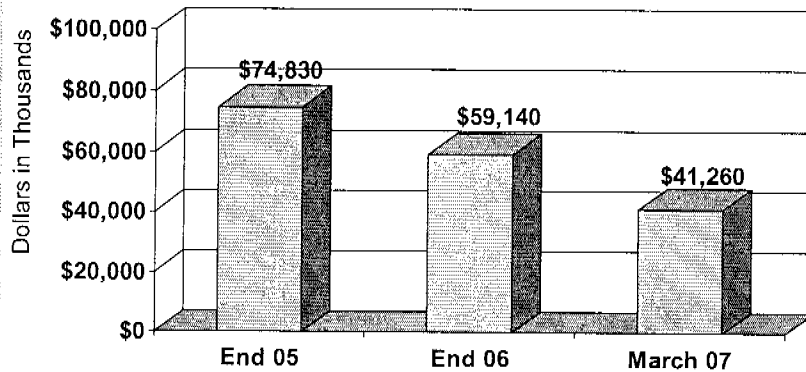
## TIB Trends

### Total Remaining Obligation



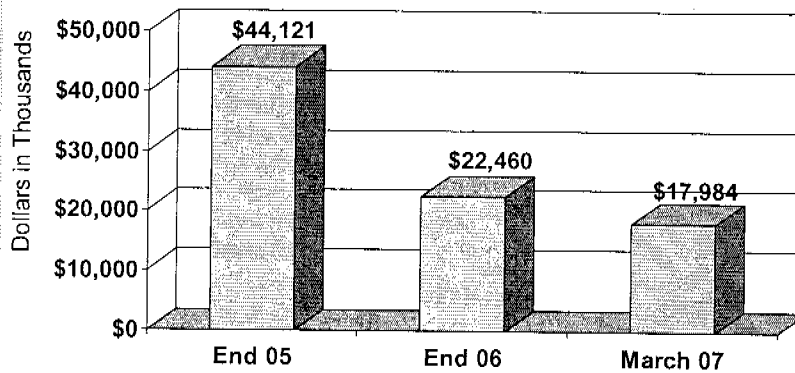
## TIB Trends

### 2001 Remaining Obligation



## TIB Trends

### Prior to 1999 Remaining Obligation





## TIB Targets

MEASURE		TARGET	March 2007
Active Projects		550	402
Average Project Life	UCP	7 years	7.5 years
	UAP	5 years	4.5 years
	SCAP	3 years	3.2 years
Account Balance	TIA	\$5 million	\$6.3 million
	UATA	\$5 million	\$13.2 million
Outstanding Payments	TIA	\$5 million	\$4.6 million
	UATA	\$5 million	\$2.8 million
Average Payment Cycle	Urban	60 days	31 days
	Small City	30 days	10 days

## TIB Increases Board Policy

TIB prioritizes its ability to meet current obligations on all existing awards over increases for any given project. TIB places a high priority on the stability of the size and schedule for future calls for projects.

## **TIB Increases**

### **Considerations**

- Increase needs to be consistent with the objective
- Sufficient financial capacity available in applicable account
- Reasonable participation of the funding partners
- Whether the lead agency can pay the increase
- All other options are considered, i.e., re-scoping project to avoid increase
- Schedule for the payment demand
- Project has performed reasonably in the past

## **TIB Increases**

### **Priorities – In Order of Importance**

- Small City increases at Bid Award to enable the project to reach construction
- Small City increases at Contract Completion to cover funding shortfall
- Urban increases at Bid Award to enable the project to reach construction
- Emergent Nature projects
- Urban increases at Contract Completion to cover funding shortfall

## Strategic Plan

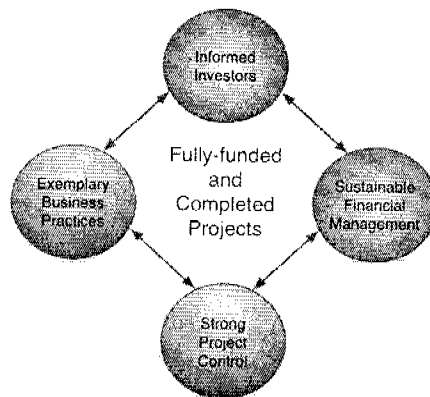
### Mission and Vision

- Mission: TIB funds high-priority transportation projects in communities throughout the state to enhance the movement of people, goods and services.
- Vision: Fully-funded and completed projects.

## Strategic Plan

### Business Model

TIB Business Model



## **Strategic Plan**

### **Values**

- Improve and Innovate
- Manage Projects to Ribbon Cutting
- Dollars in the Ground, not in the Bank
- Catalyst for Project Completion

## **Strategic Plan**

### **Goals and Strategies**

- Satisfied customers who support and advocate for TIB's programs
  - Increase our customer's awareness of the Transportation Improvement Board's programs and projects
  - Assist transportation interest groups in promoting the TIB's mission through the use of TIB's Communication Plan

## **Strategic Plan**

### **Goals and Strategies**

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- TIB funds high quality projects that support high priority community objectives statewide
  - Provide service and support to local agencies to develop and complete high quality projects
  - Develop priority array criteria that selects projects consistent with the intent of the program

## **Strategic Plan**

### **Goals and Strategies**

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- TIB prudently manages its resources to ensure reliable, ongoing funding for local government projects
  - Review program utilization and needs, and revise resource allocation to maximize benefits
  - Control the cost of administering the programs while providing the necessary service and support
  - Improve public confidence in agency accountability by enlisting every employee to communicate achievements, savings and efficiencies to people inside and outside the agency

## TIB's Charter Urban Arterial Trust Account

- Improve mobility and safety while supporting environment
- Small City Arterial Program
- City Hardship Assistance\*

\*CHAP moves to SCPPSA with  
HB 1482/SB 5483



## TIB's Charter Transportation Improvement Account

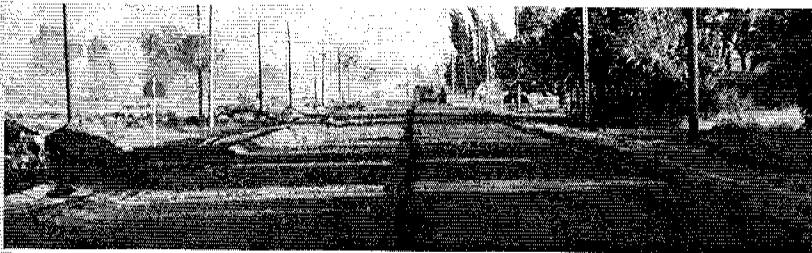


- Improve mobility of people and goods while supporting environment
- Multi-agency projects
- Arterials in fast growing areas

## **TIB's Charter**

### **Small City Pavement and Sidewalk Account**

- Population less than 5,000
- Maintenance, repair and resurfacing
- City and town streets and sidewalks



## **TIB Construction Programs**

- Urban and Small City Arterial Programs - UATA
  - Competitive grants
  - Safety & Physical Deficiencies
- Urban Corridor Program - TIA
  - Competitive Grants
  - Multistage Major Arterials
  - Economic Development & Concurrency
  - Private Funding
- Urban and Small City Sidewalk Programs - UATA
  - Competitive Grants
  - Safety, ADA Access, and Land Use

## TIB Maintenance Programs

- **Small City Preservation Program**
  - Population under 5,000
  - Non-competitive program
  - Overlay, seal coats, crack seals, reconstruct if necessary
  - Projects selected based on condition & opportunities
- **City Hardship Assistance (SHB 1482/SB 5483)**
  - Population under 20,000 with a transferred state highway
  - Non-competitive program
  - Resurfacing, sealing, and preventative maintenance
  - Selected based on condition and least life cycle cost

## A Look at Criteria Urban Arterial Program

- **Safety** 50 pts
  - Accident history and potential
  - Substandard width
  - Access control
- **Mobility** 20 pts
  - Level of service
  - Truck route
  - Signal optimization
  - Network development
- **Pavement** 15 pts
  - Pavement condition
  - New route
  - Sidewalk condition
- **Mode accessibility** 10 pts
  - Transit volume
  - HOV lanes
  - Freight facilities
  - Sidewalks & bike lanes
- **Local support** 5 pts
  - Match
  - Project readiness



## A Look at Criteria Urban Corridor Program

- Safety 10 pts
  - Accident history and potential
  - Access control
  - Grade separation
- Mobility 35 pts
  - Level of service
  - Truck route
  - Signal optimization
  - Network development
- Local Support 30 pts
  - Match/overmatch
  - Private partners
  - Project readiness
- Growth & development 15 pts
  - Existing or designated activity center
  - New commercial square footage
  - Restores concurrency
  - Reverses moratorium
  - Supports annexation agreement
- Mode accessibility 10 pts
  - Transit volumes
  - Access to transit center, P&R
  - HOV lanes
  - Sidewalks, bike lanes

## A Look at Criteria Small City Arterial Program

- Safety 40 pts
  - Potential and actual accidents
  - Substandard conditions
  - Mix of traffic
- Pavement Condition 30 pts
  - Pavement rating
  - Rehabilitation potential
  - Downtown revitalization
- Local Support 30 pts
  - Match/overmatch
  - Planning
  - Network development
  - Community impact

## **A Look at Criteria**

### **Sidewalk Programs**

- Pedestrian safety 50 pts
  - Existing conditions
  - Accidents & hazards
- Pedestrian access 30 (35) pts
  - Direct or improves access
  - Network development
- Local support 20 (15) pts
  - Community impact
  - Local match

## **A Look at Criteria**

### **Small City Preservation and CHAP**

- Pavement condition
- Utility condition
- Paving opportunities
- Obvious "worst-first" conditions

## Important Rules

- Must construct projects to city/county design standards
- Must include sidewalks
  - Urban, both sides
  - Small city, one side
- Limits on cost eligibility of utilities
  - Costs eligible when owned by local agency
  - Costs eligible when purveyor owns right-of-way

## Important Rules

- Value Engineering Study required when project cost >\$2.5 million
- Landscaping
  - Eligible up to 3 percent of project cost
  - Cost of undergrounding of utilities within landscape allowance only
- Progress billings required, except SCPP
- Limit of 25% of total cost for engineering

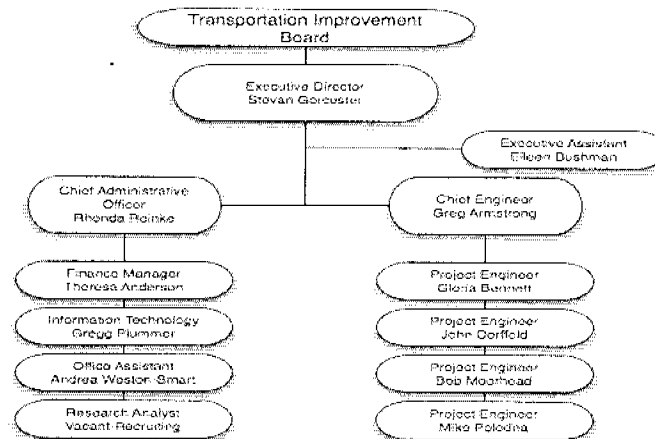
## **Important Rules**

- Delayed Projects - performance requirement
  - Small City & Sidewalks, 2-1/2 years to bid award
  - Urban Arterials, 4-1/2 years to bid award
  - Urban Corridors, 5-1/2 years to bid award
- Delayed Projects - stages of delay
  - Stage 1. Notification and report to board
  - Stage 2. Notification and board establishes performance deadline
  - Stage 3. Board hearing to consider extension/suspension

## **Director's Delegations**

- Increases
  - 15 percent up to \$750,000 subject to available funds
- Sidewalk Deviations
  - Adjacent to railroad and limited-access highway right-of-way
  - Where pedestrians are prohibited
- Federal Fund Swaps
- Fund Shifts between Phase
- Exceptions to the Engineering Limit of 25% on Small City Projects

## TIB Staff



2/2007



State of Washington  
Transportation Improvement Board

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**Proposed Criteria Changes for FY 2009 Funding Programs**  
March 23, 2007

**BACKGROUND**

Staff reviewed the last three cycles of TIB funding program ratings identifying the following:

- Categories that were under or over utilized
- Categories that did not reflect expected point generation
- Updates to respond to changes in program or legislative focus

The following report summarizes the proposed criteria changes for each funding program.

**URBAN ARTERIAL PROGRAM (UAP)**

**Issue:** Narrow streets have a large advantage over projects with sufficient width, putting projects where an overlay is the best solution at a severe disadvantage.

**Proposal:** Revise the point range for existing geometrics.

**Discussion:** There is no change in maximum points a project can receive in the safety category. It allows a more competitive rating on a street with sufficient width in which an overlay is the right option.

Criteria Change	Original Point Range	Proposed Point Range
Existing Geometrics	0 to 15	0 to 10

**Issue:** Currently, we only assess the condition of the pavement and do not assess the condition of the sidewalk.

**Proposal:** Add a sub-category for the condition of existing sidewalk to the Pavement Condition category.

**Discussion:** There is no change in maximum points a project can receive in the pavement category. It allows a more competitive rating on streets where the sidewalks are in poor condition.

Criteria Change	Original Point Range	Proposed Point Range
Sidewalk Condition	0	0 to 5

### **SMALL CITY ARTERIAL PROGRAM (SCAP)**

**Issue:** Small city projects in downtown areas where an overlay is the most cost effective solution do not compete as well as reconstruction projects.

**Proposal:** Add a sub-category for Downtown Rehabilitation to the Pavement Condition category.

**Discussion:** This change would result in making overlay projects in downtown areas more competitive and allow TIB to fund a more cost effective overlay solution, rather than a full reconstruction project.

<b>Criteria Change</b>	<b>Original Point Range</b>	<b>Proposed Point Range</b>
Within the downtown area	0	7 to 10
Directly connects to the downtown area	0	3 to 6
Sidewalk Condition	0	0 to 5

### **SIDEWALK PROGRAM (SP)**

**Issue:** Sidewalk projects that address pedestrian access in the central business district with high pedestrian volumes do not compete as well in the sidewalk program.

**Proposal:** Increase the points assigned to pedestrian access in the central business district, and sub divide the category between the core business district and other commercial areas.

**Discussion:** This change results in making projects in the central business district more competitive. This will increase the maximum for the Pedestrian Access Category from 30 to 35 points.

<b>Criteria Change</b>	<b>Original Point Range</b>	<b>Proposed Point Range</b>
In the Central Business District	0 to 3	5 to 10
In another commercial area	0	0 to 5
Directly connects to the Central Business District	1	0 to 5
Directly connects to another commercial area	0	0 to 2

**Issue:** It is difficult for an agency to find the local match.

**Proposal:** Reduce the number of points for local match.

**Discussion:** This change results in reducing the points for local match. This will decrease the maximum for the Local Support category from 20 to 15 points.

Criteria Change	Original Point Range	Proposed Point Range
Local Match	0 to 15	0 to 10

#### **RECOMMENDATION**

Direct staff to release the criteria change summary for public comment during April 2007. Staff will present customer survey results to the Board at the May 2007 meeting. If adopted, the new criteria will be in effect beginning with the FY 2009 funding cycle.



**Transportation Improvement Board  
January 26, 2007  
Lacey Community Center  
Lacey, Washington**

**MINUTES**

**TIB BOARD MEMBERS PRESENT**

Commissioner Leo Bowman, Chair  
Councilmember Jeanne Burbidge, Vice Chair  
Mr. Todd Coleman  
Councilmember Bill Ganley  
Mr. Mark Freiburger  
Ms. Paula Hammond  
Ms. Doreen Marchione  
Councilmember Neil McClure  
Mr. Dick McKinley

Mr. Dave Nelson  
Commissioner Greg Partch  
Ms. Robin Rettew  
Ms. Heidi Stamm  
Mr. Harold Taniguchi  
Mr. Steve Thomsen  
Mr. Jay Weber  
Mr. Ralph Wessels

**TIB STAFF**

Steve Gorcester  
Rhonda Reinke  
Greg Armstrong  
Theresa Anderson  
Eileen Bushman/recorder

**TIB BOARD MEMBERS NOT PRESENT**

Ms. Kathleen Davis  
Councilmember Calvin Goings

**CALL TO ORDER**

Chair Bowman called the meeting to order at 9:05 AM.

**GENERAL MATTERS**

**A. Approval of the November 17, 2006 Minutes**

**MOTION:** It was moved by Councilmember Ganley with a second from Councilmember Burbidge to approve the minutes of the November 17, 2006 Board meeting as printed. Motion carried unanimously.

- B. Communications** – Steve Gorcester referred the Board to the newspaper articles and letters in the board packet. He specifically noted the article announcing Rep. Judy Clibborn as the new House Transportation Chair. He also mentioned an article about the rising costs of highway projects and the impact that has on the transportation system. *The Seattle Times* Editorial recognized Board member Doreen Marchione for her leadership in the region and making a difference. There were several articles regarding TIB's new awards for the Board's perusal.

**LOCAL PRESENTATIONS**

Mayor Virgil Clarkson welcomed the Board to Lacey and noted the city's appreciation of the transportation funding throughout the state, and especially for Lacey.

Tukwila City Engineer, Bob Giberson, and HNTB Corporation Project Manager, Caroline Brabrook, gave a brief presentation on past TIB projects including the South 180<sup>th</sup> grade separation, Tukwila International Boulevard (Phase I), and Interurban Avenue, and the nearly complete S. 144<sup>th</sup> Street and Tukwila International Boulevard (Phase II). The remainder of the presentation focused on the Tukwila Urban Access Improvement project, which would improve safety, relieve congestion, minimize delays, and support economic development.

Lacey Assistant City Manager, Steve Spence, highlighted a past \$6.9 million TIB project in northeast Lacey, which had a total cost of \$24.9 million. The city is now working on a Lacey Gateway project with four

million square feet of development and 400 acres of mixed use urban center including a town square, parks, and trails. The new development would generate an anticipated 8,000 to 10,000 new jobs, including employment at Cabela's, one of the new retailers slated to build in that area.

#### **NON-ACTION ITEMS**

**A. Chair's Report** – Chair Bowman stated that while he was in Washington, D.C., he had a brief conversation with Congressman Dicks regarding the Bremerton Tunnel project. Commissioner Bowman noted that this is a viable project.

**B. Executive Director's Report**

Steve Gorcester reported on the following items:

##### **Legislative Update**

- The CHAP retention bill is before the House and Senate Transportation Committees. This proposed bill retains the CHAP funds to be used for SCPP projects. Most legislators appear to be supportive of this bill.
- Gave a Dashboard demonstration to the Senate Government Operations and Elections Committee and the Senate Economic Development, Trade and Management Committee at the committees' request.

**Audit Report** – TIB received a good audit report from the recent evaluation through the Auditor's Office. There was a discussion regarding the auditor's perception that TIB is required to recover unused right-of-way funds years after a project is completed. This perception stemmed from the right-of-way revolving fund created several years ago. This fund, which is theoretically defunct because it has never been funded, was to be used to bank right-of-way. There was no finding on this point; however, we will increase our training on this particular issue.

##### **New Positions**

- TIB is currently recruiting for a Research Analyst position to improve our impact analyses project. This person will also be used as a backup for IT.
- In the future, we will be recruiting for a Pavement Management Engineer. This requires a full-time position as data need to be current and collected continuously, which is very labor intensive.

##### **Highlighted Project Events**

- City of Marysville – State Street ribbon cutting
- City of ScaTac – International Boulevard dedication

##### **Upcoming Event**

- February 23 – 11:00 AM – City of Sultan, Sultan-Basin Road

**C. Financial Report** – Theresa Anderson reported that the TIA fund balance is \$3.7 million, with outstanding payments of \$2.4 million. Cumulative revenue for this account is \$77 million with \$74 million in expenditures. The UATA fund balance is \$9.8 million and has \$5 million in outstanding payments. The cumulative revenue in the UATA is \$87 million and has \$79 million in expenditures, which includes the bond debt payments. There is a \$1.2 million fund balance in the Small City Sidewalk and Pavement Account. At this point, this new account has only \$666,000 in expenditures with \$2 million in cumulative revenue.

Steve Gorcester used the Dashboard to show the Board how the Priority Array is tracked over time. The system tracks each program and how many projects and amount awarded is in each program. This system helps with managing delayed projects, cash flow, obligations and demand, and future program size ability.

- D. Project Activity Report** – Greg Armstrong reported that there was a total of 69 project activities during the November/December reporting period: 45 close outs, five bid awards, 14 construction projects, and five design approvals. All of these project activities resulted in a total net reduction in TIB obligations of \$137,721.

#### **ACTION ITEMS**

**A. Scope Change Request – City of Lacey: 6<sup>th</sup> Street**

The City of Lacey requested a scope change on Sleater Kinney Road and 6<sup>th</sup> Street. The change would eliminate the realignment of 6<sup>th</sup> Avenue and reconfigure the roadway by adding an exclusive left turn lane, dual optional center turn lane, and an exclusive right turn lane from westbound 6<sup>th</sup> Avenue onto Sleater Kinney Road. This request comes after a lengthy delay on the project due to right-of-way acquisition issues, which resulted in condemnation proceedings. TIB staff met with the city several times to discuss alternatives, noting that the realignment of this intersection was a high priority. This change would result in a \$323,189 savings in UAP funds.

**MOTION:** It was moved by Mr. McKinley with a second from Mr. Weber to approve the scope change to eliminate the realignment of 6th Avenue and reconfigure it with an exclusive left turn lane, dual optional center turn lane, and exclusive right turn westbound onto Sleater Kinney Road, resulting in a \$323,189 surplus. Motion carried unanimously.

**B. Sidewalk Deviation Request – City of Fife: Valley Avenue**

The City of Fife requested a sidewalk deviation to eliminate sidewalks on both sides of Valley Avenue East for approximately 1,000 feet where the project passes through Puyallup Tribal Trust Lands. The existing 60-foot right of way is not wide enough to construct the full roadway section, and additional right of way is required along the entire length of the project. The city's negotiations with the Puyallup Tribe to obtain the required right of way have not been successful. Several alternatives were discussed by the city and at a meeting with the city, county, consultant, FMSIB, and TIB. After that meeting, the city council decided to build four travel lanes with bike lanes on both sides and no sidewalks.

**MOTION:** It was moved by Mr. Nelson with a second from Mr. Weber to approve the Valley Avenue sidewalk deviation on both sides of the roadway for approximately 1,000 feet where the project passes through Puyallup Tribal Trust Lands. Motion carried unanimously.

Councilmember McClure and Commissioner Partch strongly recommended that the roadway section be revised to provide a full five-foot bike lane to each side, reducing traffic lane width. Ms. Hammond went on record to state how disappointing it is to have a gap in this project. The Board, as a whole, shared in this disappointment.

**C. SCPP Award – City of Oakesdale: First Street Walkway**

The existing stairway that connects downtown and the school is in very poor condition with severe cracking and a broken handrail. Funding for this project would provide an ADA accessible walkway, eliminate hazardous stairway and broken handrail, and replace deteriorated sidewalk with a safe facility.

**MOTION:** It was moved by Councilmember McClure with a second from Councilmember Burbidge to approve \$31,450 in SCPP funds for the design phase of the First Street Walkway project, and to authorize the Executive Director to fund \$296,150 for construction as soon as surpluses in the SCPP fund or transferred CHAP funding allows. Motion carried unanimously.

**D. Emergent Nature Request – SR-304 Bremerton Tunnel**

U.S. Representative Norm Dicks sent a letter to TIB requesting TIB to obligate \$5.9 million to be used in place of federal funds for the interim funding for the SR-304 Downtown Bremerton Pedestrian/Bremerton Transportation Access Improvement project. The earmarked federal dollars would not be available until after October 1, 2007. The project is bid-ready and any delays would result in significant increases in project costs. Because WSDOT has agreed to spend TIB funds last, it is unlikely that TIB will actually need to spend this money since the project completion date is not until late 2008 or early 2009. If the funds are expended, the Congressional earmark will replace the TIB funds. In the event this project proceeds with TIB funds, contracting would be with Kitsap County or the City of Bremerton. The Board was polled on December 18, 2006 regarding this emergent nature request, and a majority of members indicated support for this request. This project reduces congestion, enhances pedestrian safety, and improves ferry traffic management.

**MOTION:** It was moved by Mr. McKinley with a second from Ms. Marchione to approve \$5,900,000 in UAP funds through the emergent nature process for the construction phase of the BTC Access Improvements. Motion carried with opposing votes from Mr. Wessels and Mr. Weber.

A question was called by Mr. Weber that a lead agency needs to be identified, either City of Bremerton or Kitsap County. It was requested by Mr. Weber and Commissioner Partch that a letter from the lead agency is sent to TIB supporting this project.

Mr. Wessels voiced a concern that supporting this request would set a precedent for future procedures regarding funding requests. It was noted that the emergent nature request policy is non-competitive. Chair Bowman stated that if the funding is available today, it should be used for a project that is ready today, avoiding higher costs in the future from delays.

**E. WAC Revisions Approval**

The revisions to WAC 479-01, 479-12, and 479-14 were reviewed by the Assistant Attorney General Elizabeth Lagerberg and discussed at the January 25 work session. Rhonda Reinke recommended the Board approve the revisions as presented.

**MOTION:** It was moved by Councilmember McClure with a second from Commissioner Partch to approve revisions made to WAC 479-01, with final adoption after a public hearing. Motion carried unanimously.

**MOTION:** It was moved by Mr. McKinley with a second from Mr. Freiburger to approve revisions made to WAC 479-12, with final adoption after a public hearing. Motion carried unanimously.

**MOTION:** It was moved by Councilmember McClure with a second from Councilmember Burbidge to approve revisions made to WAC 479-14, with final adoption after a public hearing. Motion carried unanimously.

A public hearing will be held after all WACs have been approved by Board.

#### **FUTURE MEETING**

The next TIB meeting will be held on March 22-23, 2007 in Yakima. A meeting notice will be sent out by March 2, 2007.

#### **ADJOURNMENT**

The meeting adjourned at 10:45 AM.

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George Gilbert photo

## Dangerous walkway to Garfield school to be fixed

It has been a treacherous hill over the years with a potential of harm to pedestrians but with a recently accepted grant, the Town of Garfield will be fixing the walk on Second Street from the Methodist Church downtown all the way up to the school.

"This is the emergency route escape route from the school," Garfield Clerk Maureen Byrne said.

The \$184,340 TIB grant will be matched with \$30,000 cash and \$15,470 in kind from the town and \$5,000 cash from the school, making the entire project amount \$234,810.

The existing sidewalk along this street is narrow, deteriorated and quite steep in areas. There is no railing and it is barely passable for healthy persons, those with

disabilities wouldn't have a chance. "Often the children walk out in the road instead of the sidewalk," Byrne said, because the sidewalk is so difficult to traverse.

This project will remove the existing sidewalk and replace it with a five foot concrete facility on the east side of the street. The work includes adding hand-railing in steep areas and ADA ramps at intersections. The improvements will greatly enhance pedestrian safety and will provide handicap accessibility to the school as well as the town's swimming pool.

According to Byrne, the town had applied for this grant earlier and was denied but obtained the grant on their second try. It usually takes three or more tries to get this type of grant, she said. Bids will go out sometime in 2007.



Tacoma, WA - Thursday, February 8, 2007

PRINTER-FRIENDLY FORMAT

[< Back to Regular Story Page](#)

## Widening planned for 112th

### THE NEWS TRIBUNE

Last updated: February 6th, 2007 01:31 AM (PST)

Pierce County is getting closer to completing major improvements on 112th Street East, one of the longest major east-west corridors in the county, but first it must widen the eastern part of it.

The road runs for about seven miles starting just east of McChord Air Force Base and ending on the west side of Puyallup. The stretch that still needs widening goes for just less than a mile.

**WHAT:** Widen 112th Street East from one lane in each direction (with a center turn lane) to two lanes in each direction (with a center turn lane).

**WHERE:** From Woodland Avenue East to 86th Street East.

**WHEN:** Design currently under way. Right-of-way acquisition begins this year, construction starts in 2009 and completion in 2010.

**WHY:** Improve safety and relieve traffic congestion on a major east-west roadway.

**COST:** Total of \$6.4 million: \$400,000, engineering; \$2.5 million, right-of-way acquisition; \$3.5 million, construction.

**FUNDING SOURCE:** The county road fund, traffic impact fees and the Transportation Improvement Board.

**FOR MORE INFORMATION:** Pierce County transportation officials will hold an open house from 4 to 7 p.m. Wednesday at the Woodland Elementary School gymnasium, 7707 112th St. E. Staff will have maps and other displays.

**MORE ONLINE AT:** [www.piercecounty.wa.org/crp](http://www.piercecounty.wa.org/crp).

Eijiro Kawada, The News Tribune

Originally published: February 6th, 2007 01:00 AM (PST)



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Welcome To The Highline Times

Updated As Warranted

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THURSDAY FEBRUARY 8, 2007 Last modified: Tuesday, February 6, 2007 2:39 PM PST

## SeaTac celebrates International Boulevard upgrades

The city of SeaTac celebrated the completion of improvements along International Boulevard with a dedication ceremony recently.

City officials and staff, project partners and the public came together for a ribbon cutting that included award presentations by Mayor Gene Fisher to the consultant team, led by CH2M Hill, and other key project participants.

Stevan Gorcester, executive director of the state Transportation Improvement Board, commended SeaTac for having "made a great contribution to ... the mission of completing the entire corridor ... by finishing this final segment and all the segments throughout the City."

Noting the state Highway 99 corridor is now fully funded for the 14-mile stretch from Tukwila to Federal Way, Gorcester added, "It was less than half funded in 2001."

The Transportation Improvement Board has been the city's most significant funding partner, SeaTac officials noted, contributing approximately \$14 million to the \$35 million project through a 3-cent allocation from the state gasoline tax.

An additional \$10 million came from grants and other outside sources. The city's share was approximately \$11 million.

The International Boulevard improvement project came about when the Washington Department of Transportation's goal to make improvements along the south end of the Highway 99 corridor coincided with the newly incorporated city of SeaTac's desire to improve its image in the region.

One of the first accomplishments of the new city council was the renaming of Pacific Highway to International Boulevard—a name that reflects the significance of the travel industry and a desire to shed the old image of "the strip."

Under the leadership and continued support of the council, the city has taken the lead in International Boulevard with safety, operational and aesthetic improvements to meet specific local needs.

Tom Gut, city engineer, recounted several lessons learned during the project that helped make it a success.

SeaTac took advantage of the opportunity to integrate Angle Lake frontage improvements into the project and applied a collaborative approach to working with local businesses, which led to innovative access solutions, he said.

-- CLOSE WINDOW--





# Washington State Transportation Improvement Board Project Activity Report

Reporting Period  
From 01/01/2007 to 02/28/2007

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
<b>SCAP Program</b>							
6-E-922(09)-1	BENTON CITY	7th Street/Horne Drive	Audit	CC FV AD	30,849	238	Director
6-W-837(008)-1	BLAINE	H Street	Design	DE	43,365	0	Director
6-P-801(004)-1	CARNATION	Blanche Street	Design	DE	83,442	0	Director
6-E-930(003)-1	CLE ELUM	Oakes Avenue	Design	DE	0	0	Director
6-E-986(004)-1	COLFAX	Cedar Street	Audit	CC FV AD	448,132	-2,170	Director
6-P-818(B02)-1	DARRINGTON	Sauk River Bridge #414	Audit	CC AD	14,570	0	Director
6-E-879(003)-1	ELMER CITY	3rd Avenue	Design	DE	51,955	0	Director
6-E-935(004)-1	GOLDENDALE	East Collins Drive	Audit	CC FV AD	453,065	1,425	Director
6-P-820(003)-1	GRANITE FALLS	South Granite Avenue	Construction	CN	576,935	0	Director
6-E-871(007)-1	HARRINGTON	Adams/Second Streets	Bid Award	CN	546,890	0	Director
6-E-871(N08)-2	HARRINGTON	WSDOT Eastern Region Chip Seal	Construction	CN	55,950	0	Director
6-W-953(006)-1	KALAMA	Fir Street	Construction	CN	529,200	0	Director
6-E-931(N02)-1	KITTITAS	Citywide Arterial Overlay	Audit	CC FV AD	524,496	-53,319	Director
6-W-834(003)-1	LA CONNER	N 6th Street	Design	DE	0	0	Director
6-W-959(004)-1	OCEAN SHORES	Point Brown Avenue	Design	DE	39,000	0	Director
6-E-874(N02)-2	SPRAGUE	WSDOT Eastern Region Chip Seal	Construction	CN	46,200	0	Director
6-E-945(001)-1	TIETON	Naches Avenue	Design	DE	41,670	0	Director
6-E-854(002)-1	WATERVILLE	Monroe Street	Design	DE	50,127	0	Director
6-E-875(N05)-2	WILBUR	WSDOT Eastern Region Chip Seal	Construction	CN	72,975	0	Director
6-W-978(008)-1	YELM	Stevens Street	Construction	CN	565,000	0	Board
<b>Total SCAP Change</b>						<b>-53,826</b>	
<b>SCPP Program</b>							
2-W-952(001)-1	COWLITZ COUNTY	Seal Coat Project	Audit	CC FV AD	37,952	-16,852	Director
2-E-857(001)-1	GRANT COUNTY	Seal Coat Project	Audit	CC AD	2,589	-7,219	Director
2-E-864(001)-1	GRANT COUNTY	Seal Coat Project	Audit	CC AD	6,016	-16,074	Director
2-E-867(001)-1	GRANT COUNTY	Seal Coat Project	Audit	CC AD	14,531	-2,681	Director



# Washington State Transportation Improvement Board Project Activity Report

Reporting Period  
From 01/01/2007 to 02/28/2007

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-P-801(001)-1	KING COUNTY	Overlay Project	Audit	CC FV AD	30,464	-26,926	Director
2-P-804(001)-1	KING COUNTY	Overlay Project	Audit	CC FV AD	64,014	-39,000	Director
2-E-915(001)-1	OAKESDALE	First Street Walkway	Design	DE	31,450	0	Board
2-W-959(001)-1	OCEAN SHORES	Seal Coat Project	Audit	CC AD	31,238	-55,162	Director
2-W-960(001)-1	WESTPORT	Seal Coat Project	Audit	CC AD	36,428	-3,566	Director
2-W-841(001)-1	WHATCOM COUNTY	Seal Coat Project	Audit	CC AD	26,017	-43,738	Director
<b>Total SCPP Change</b>						<b>-211,217</b>	
<b>SP Program</b>							
P-E-893(P01)-1	AIRWAY HEIGHTS	12th Avenue	Contract Completion	CC	81,145	3,259	Director
P-P-114(P04)-1	BOTHELL	East Riverside Drive	Construction	DE CN	200,000	0	Director
P-P-801(P05)-1	CARNATION	Morrison Street	Construction	DE CN	218,254	0	Director
P-W-952(P01)-1	CASTLE ROCK	Front Avenue NW	Bid Award	BA	138,092	38,092	Director
P-E-911(P01)-1	GARFIELD	Central Business District Sidewalks	Audit	CC FV AD	162,505	52,074	Director
P-E-935(P05)-1	GOLDENDALE	South Columbus Avenue	Audit	CC FV AD	95,106	2,296	Director
P-E-860(P01)-1	HARTLINE	Chelan Street	Construction	DE CN	128,000	0	Director
P-W-188(P01)-1	KELSO	Bates Road	Audit	CC FV AD	65,470	-1,570	Director
P-P-199(P04)-1	LAKEWOOD	Lakewood Dr SW (East Side)	Audit	CC FV AD	150,000	0	Director
P-P-199(P05)-1	LAKEWOOD	Lakewood Dr SW (West Side)	Audit	FV AD	133,697	0	Director
P-P-143(P01)-1	MARYSVILLE	47th Avenue NE	Construction	DE CN	200,000	0	Director
P-E-897(P06)-1	MEDICAL LAKE	Lefevre Street (SR 902)	Construction	DE CN	88,183	0	Director
P-W-959(P02)-1	OCEAN SHORES	Point Brown Avenue	Construction	DE CN	200,000	0	Director
P-E-987(P01)-1	OMAK	Okoma Drive (SR 215)	Construction	DE CN	200,000	0	Director
P-E-174(P02)-1	PASCO	Court Street	Construction	DE CN	231,000	0	Director
P-W-151(P04)-1	PORT TOWNSEND	San Juan Avenue	Construction	DE CN	90,000	0	Director
P-E-845(P02)-1	RITZVILLE	Division Street	Construction	DE CN	135,169	0	Director
P-P-202(P05)-1	SHORELINE	Dayton Avenue N/N 172nd Street	Bid Award	BA	135,200	0	Director
P-E-032(P04)-1	SPOKANE COUNTY	Hatch Road	Construction	DE CN	140,000	0	Director



# Washington State Transportation Improvement Board Project Activity Report

Reporting Period  
From 01/01/2007 to 02/28/2007

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
P-E-945(P01)-1	TIETON	Maple Street, Wisconsin Avenue, Elm Street, Tieton Avenue	Audit	CC FV AD	83,921	556	Director
Total SP Change					94,707		
UAP Program							
8-5-948(003)-1	BATTLE GROUND	N Parkway Avenue	Design	DE	216,000	0	Director
8-2-156(037)-1	BELLINGHAM	Woburn Street	Design	DE	20,000	0	Director
8-5-006(036)-1	CLARK COUNTY	NE 63rd St	Construction	CN	3,900,000	0	Director
8-1-204(004)-1	COVINGTON	272nd Street SE (SR 516)	Design	DE	341,664	0	Director
8-1-110(003)-1	DES MOINES	16th Avenue South (Phase I - Design and right of Way Only)	Contract Completion	CC	359,575	0	Director
8-1-138(032)-1	EVERETT	Broadway & Beverly Blvd Intersection	Construction	CN	500,000	0	Director
8-2-985(005)-1	FERNDALE	Malloy Rd	Construction	CN	1,078,636	0	Director
8-3-013(007)-1	GRANT COUNTY	Road N-NE	Design	DE	68,000	0	Director
8-1-106(027)-1	KENT	Pacific Highway South(SR-99)	Contract Completion	CC	2,754,279	0	Director
8-1-143(006)-1	MARYSVILLE	Ingraham Blvd	Design	DE	532,616	0	Director
8-4-171(008)-1	RICHLAND	Leslie Road	Design	DE	75,000	0	Director
8-4-171(017)-1	RICHLAND	Lawless Dr/Wellsian Way/Thayer Dr	Construction	CN	1,141,000	0	Director
8-1-121(004)-1	SEATAC	Military Road South	Bid Award	BA	2,179,416	0	Director
8-3-032(061)-1	SPOKANE COUNTY	Market Street/Magnesium Road	Bid Award	BA	1,332,599	43,735	Director
8-1-131(005)-1	SUMNER	West Valley Hwy/Valley Ave E	Audit	CC FV AD	1,956,217	0	Director
8-1-128(085)-1	TACOMA	Narrows Dr/North 26th St	Bid Award	BA	1,545,000	0	Director
8-4-172(008)-1	WEST RICHLAND	Bombing Range Rd	Audit	CC FV AD	1,825,006	99,710	Director
Total UAP Change					143,445		
UCP Program							
9-P-114(004)-1	BOTHELL	Bothell Way (SR 522)	Design	DE	1,024,892	0	Director
9-P-113(006)-1	FEDERAL WAY	Pacific Highway South (SR-99)	Construction	CN	6,898,689	0	Director

**Project Activity Report**

Reporting Period

From 01/01/2007 to 02/28/2007

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
9-P-113(009)-1	FEDERAL WAY	S 348th Street HOV Lanes	Design	DE	706,200	0	Director
9-P-206(001)-1	KENMORE	SR 522 Corridor Improvements (Design Only)	Audit	CC FV AD	1,000,000	0	Director
9-E-173(011)-1	KENNEWICK	Creekstone Drive and Kellogg Street	Audit	AD	922,690	0	Director
9-P-106(009)-1	KENT	277th Street Corridor Extension	Construction	CN	1,945,200	0	Director
9-P-113(005)-4	KENT	Pacific Highway South (Design & RW Only)	Audit	FV AD	1,142,675	0	Director
9-E-032(010)-2	LIBERTY LAKE	Harvard Rd Pedestrian Overcrossing	Audit	CC FV AD	739,318	-16,558	Director
9-W-195(008)-1	OLYMPIA	Harrison Avenue	Design	DE	1,959,507	0	Director
9-W-150(004)-1	PORT ANGELES	Olympic Peninsula International Gateway	Bid Award	BA	1,224,106	0	Director
9-W-151(005)-1	PORT TOWNSEND	Sims Way (SR 20)	Design	DE	308,498	0	Director
9-P-101(010)-1	SEATTLE	Lake City Way (SR 522)	Audit	CC FV AD	2,132,449	0	Director
9-E-039(007)-1	YAKIMA	Washington Avenue	Contract Completion	CC	1,831,257	0	Director
<b>Total UCP Change</b>						<b>-16,558</b>	

**Total Change -43,448**

PND - Pending	CC - Contract Completion
PD - Pre-design	FV - Final Voucher
DE - Design	AD - Audit
CN - Construction	WD - Withdrawn
BA - Bid Award	

**Bid Award Increase Staff Review**  
**Urban Arterial Program (UAP)**  
**Board Meeting Date:** March 23, 2007

<b>REGION</b>	Northwest	<b>FUNDING YEAR</b>	FY 2003
<b>LEAD AGENCY</b>	City of Ferndale	<b>PROJECT LENGTH</b>	0.30 miles
<b>PROJECT NUMBER</b>	8-2-985(005)-1	<b>FUNCT CLASS</b>	Collector
<b>PROJECT NAME</b>	Malloy Rd Vista Dr to Golden Eagle Dr	<b>AADT</b>	1,400
		<b>VE STUDY</b>	Not Required
		<b>BID AWARD TARGET</b>	March 2007

Phase	TIB Funds	Total Cost
<b>DESIGN</b> Funds approved for Design	44,253	103,386
Funds approved for Right of Way	461,776	765,000
<b>CONSTRUCTION</b> Funds to be approved for Construction	1,075,717	1,313,333
<b>TOTALS</b>	1,581,746	2,181,719

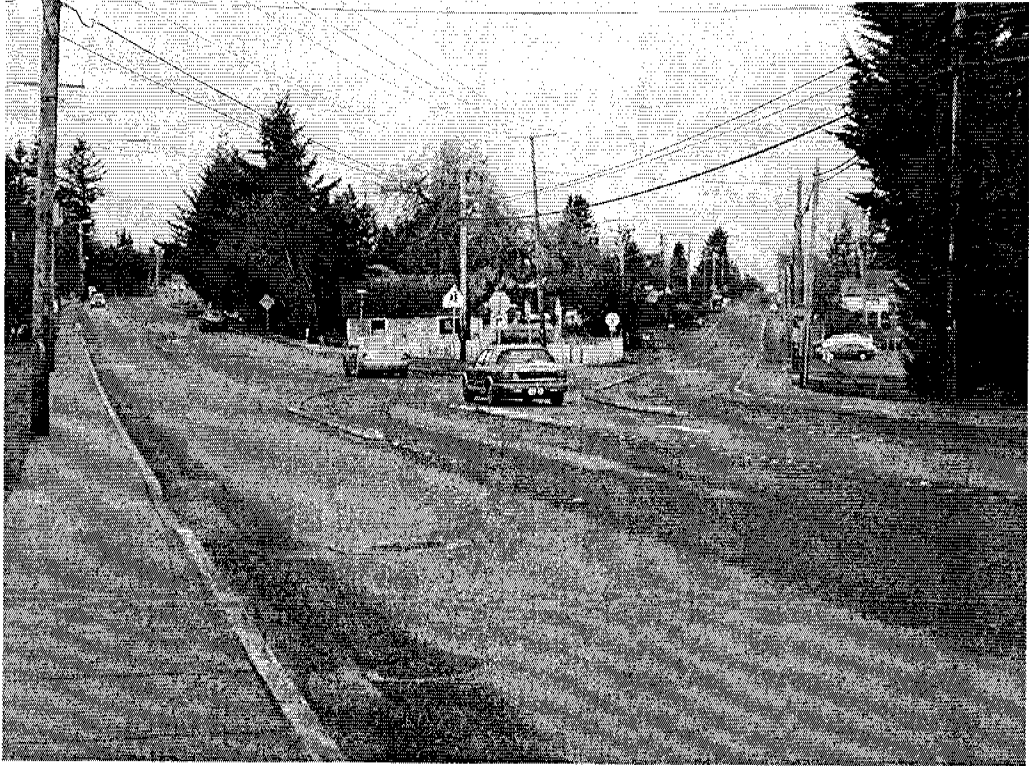
  

<b>NONELIGIBLE COST</b>	\$0	<b>TIB REIMBURSEMENT RATIO</b>	72.5%
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**LOCAL MATCH** FERNDAL \$599,973; WSDOT \$0 for a total of \$599,973

**EXISTING FACILITIES** The intersection of Vista Drive and Malloy Road is at a sharp angle and is not signalized. Two local streets, which intersect Vista Drive near Malloy Road, create a five-legged offset intersection.



- PROJECT BENEFITS**
- Reduces congestion
  - Improves safety
  - Enhances school access

**PROPOSED WORK** Malloy Road will be widened to 36 feet and will include two travel lanes, bicycle lanes, and a roundabout. The project will include curb, gutter, and sidewalk along both sides of the road, drainage improvements and improved school access.

**DISCUSSION** The city requests an increase of \$503,110 UAP Funds at bid award phase as shown below.

Phase	TIB Funds		Total Cost	
Project Selection	628,636		785,795	
Scope Change	1,078,636	71.6%	1,487,931	89.4%
Bid Award	<u>1,581,746</u>	46.6%	<u>2,181,719</u>	46.6%
Total Change	953,110		1,395,924	
	151.6% Increase		177.6% Increase	

A scope change and an increase of \$450,000 were approved by the Board at the March 2006 meeting. At that time, the city anticipated construction in summer 2006, but difficulties obtaining right-of-way delayed the bid until February 2007.

The city is seeking the increase for the following reasons:

- 20% increase in the cost of right-of-way since March 2006
- Unprecedented increase in cost of labor and materials
- Remaining administrative increase is limited to \$94,295, which is not sufficient to meet the city's needs due to limited city resources to cover increased costs
- The city would like an increase of \$667,740 to restore the matching ratio to the original 80/20 split
- Redesign costs for a roundabout instead of the signal that was originally proposed
- Bids for this project were opened March 15, 2007, and, if approved, this project will be constructed summer 2007

**STAFF RECOMMENDATION** Staff recommends approval of an increase of \$503,110 in UAP funds at the Bid Award phase bringing the total to \$1,581,746 in UAP funds.

**BOARD ACTION** Motion to approve an increase of \$503,110 in UAP funds bringing the total to \$1,581,746 in UAP funds.



## PUBLIC WORKS DEPARTMENT

2095 MAIN STREET / P.O. BOX 936

FERNDALE, WA 98248

(360) 384-4006

March 5, 2007

Mr. Stevan Gorcester  
Transportation Improvement Board  
P.O. Box 40901  
Olympia, WA 98504-0901

Re: Project No. 8-2-985(005)-1

Dear Mr. Gorcester:

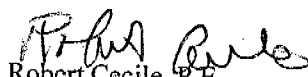
As you are aware, the City of Ferndale presently has the Malloy Roundabout out for bid. The bid opening date is March 15, 2007. I wanted to give you the latest information on costs since the opening date is only one week before the next TIB Board meeting, and we have asked for a place on the agenda.

Ferndale City Council has ongoing concerns about the cost escalation of this project. TIB directed the City to pursue the roundabout as the only feasible way to resolve issues with the Ferndale School District. On March 23, 2006, TIB augmented the original grant in the amount of \$450,000 in recognition that the roundabout project was going to cost more than the originally proposed signalized intersection. At that time the City had the understanding that once the project went to bid more funds could be made available.

The larger footprint of the roundabout required the purchases of two additional residential properties. Between the acquisition services, purchase price, and relocation costs the project has spent approximately \$450,000 on those properties. The expanded footprint of the roundabout and the need to achieve acceptable grades also increased costs for fill and pavement materials, sidewalks, and excavation. The engineer's estimate for construction is \$1,089,885. Assuming that the project comes in at that number, Ferndale would need an additional \$630,800 to get the funding ratio back to a 20/80 split. Achieving that funding ratio is the Council's goal.

Please advise me on any additional information you may need, and the format to present it in, in order to consider this request.

Sincerely,

  
Robert Cecile, P.E.  
Public Works Director

**Bid Award Phase Staff Review**  
**Small City Arterial Program (SCAP)**  
**Board Meeting Date:** March 23, 2007

<b>REGION</b>	West	<b>FUNDING YEAR</b>	FY 2006
<b>LEAD AGENCY</b>	City of Montesano	<b>PROJECT LENGTH</b>	0.13 miles
<b>PROJECT NUMBER</b>	6-W-957(004)-1	<b>FUNCT CLASS</b>	Collector
<b>PROJECT NAME</b>	Main Street Brumfield Ave to Wynochee Ave	<b>AADT</b>	1,400
		<b>VE STUDY</b>	Not Required
		<b>BID AWARD TARGET</b>	Mar 2007

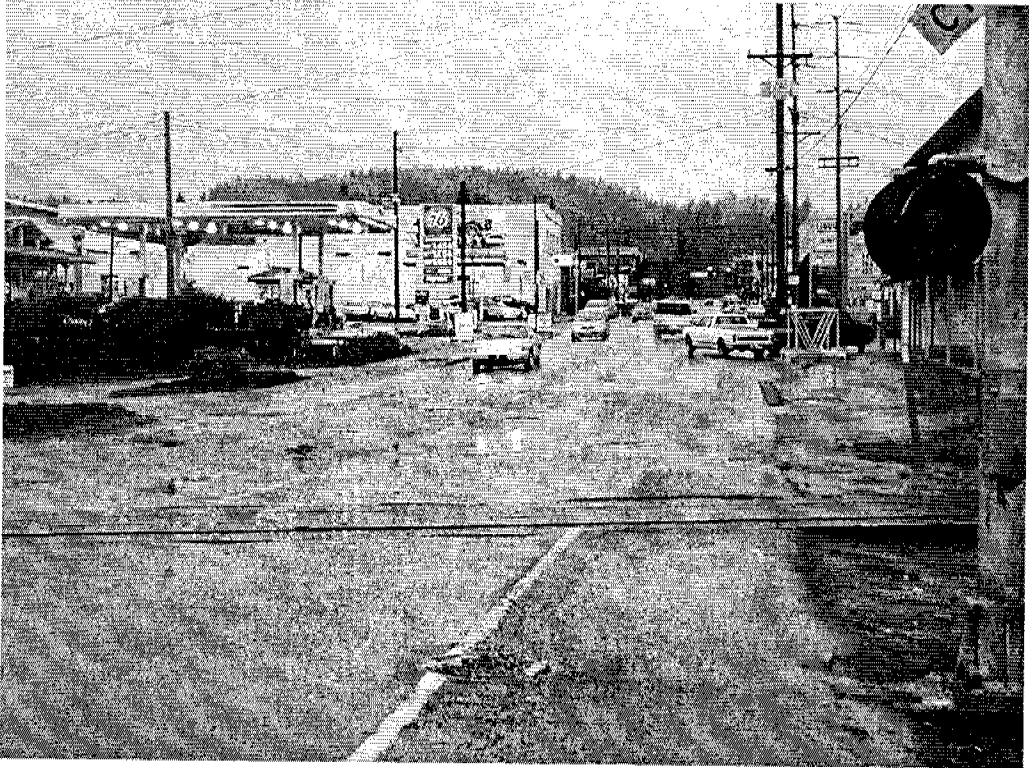
Phase		TIB Funds	Total Cost
<b>DESIGN</b>	Funds approved for Design	52,521	115,000
	Funds approved for Right of Way	3,151	6,000
<b>CONSTRUCTION</b>	Funds to be approved for Construction	632,210	1,220,021
<b>TOTALS</b>		687,882	1,341,021

<b>NONELIGIBLE COST</b>	\$30,769	<b>TIB REIMBURSEMENT RATIO</b>	51.3%
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<b>LOCAL MATCH</b>	MONTESANO \$422,139; WSDOT \$0; Monte Square Motel \$6,000; Federal Funding \$225,000 for a total of \$653,139
<b>EXISTING FACILITIES</b>	The existing roadway is in poor condition with reflective cracking from concrete panels and the original brick roadway. There is a lack of access control and inadequate pedestrian facilities.





- PROJECT BENEFITS**
- Revitalizes entrance to city from SR-12
  - Improves safety
  - Adds pedestrian facilities

**PROPOSED WORK** The project reconstructs the main entrance to Montesano from SR 12. It provides two travel lanes, a parking lane, curb, gutter, sidewalks, and access control. In addition, the railroad crossing will be improved.

**DISCUSSION** The city requests an increase of \$187,882 in SCAP Funds as shown below.

Phase	TIB Funds		Total Cost	
Project Selection	500,000		952,000	
Design	500,000	0.0%	952,000	0.0%
Construction	500,000	0.0%	1,132,579	19.0%
Bid Award	687,882	37.6%	1,341,021	40.9%
Change	187,882		389,021	
	37.6% Increase		40.9% Increase	

The city initially opened bids in October 2006, and rejected all bids because they were too high. The project was revised, and readvertised. This resulted in a reduction of \$100,000.

The city has increased their local match by \$201,139 to cover the cost their portion of the increase.

**STAFF RECOMMENDATION** Staff recommends approval of an increase of \$187,882 in SCAP funds bringing the total to \$687,882 in SCAP funds.

**BOARD ACTION**

- Motion to approve an increase of \$187,882 in SCAP funds bringing the total to \$687,882 in SCAP funds.

**Increase Staff Review**  
**Urban Arterial Program (UAP)**  
**Board Meeting Date:** March 23, 2007

<b>REGION</b>	Southeast	<b>FUNDING YEAR</b>	FY 2007
<b>LEAD AGENCY</b>	City of Toppenish	<b>PROJECT LENGTH</b>	0.21 miles
<b>PROJECT NUMBER</b>	8-4-178(003)-1	<b>FUNCT CLASS</b>	Minor
<b>PROJECT NAME</b>	Toppenish Ave & 2nd Ave A St to Division Ave & C St to 550' SW	<b>AADT</b>	4,733
		<b>VE STUDY</b>	Not Required
		<b>BID AWARD TARGET</b>	Jun 2007

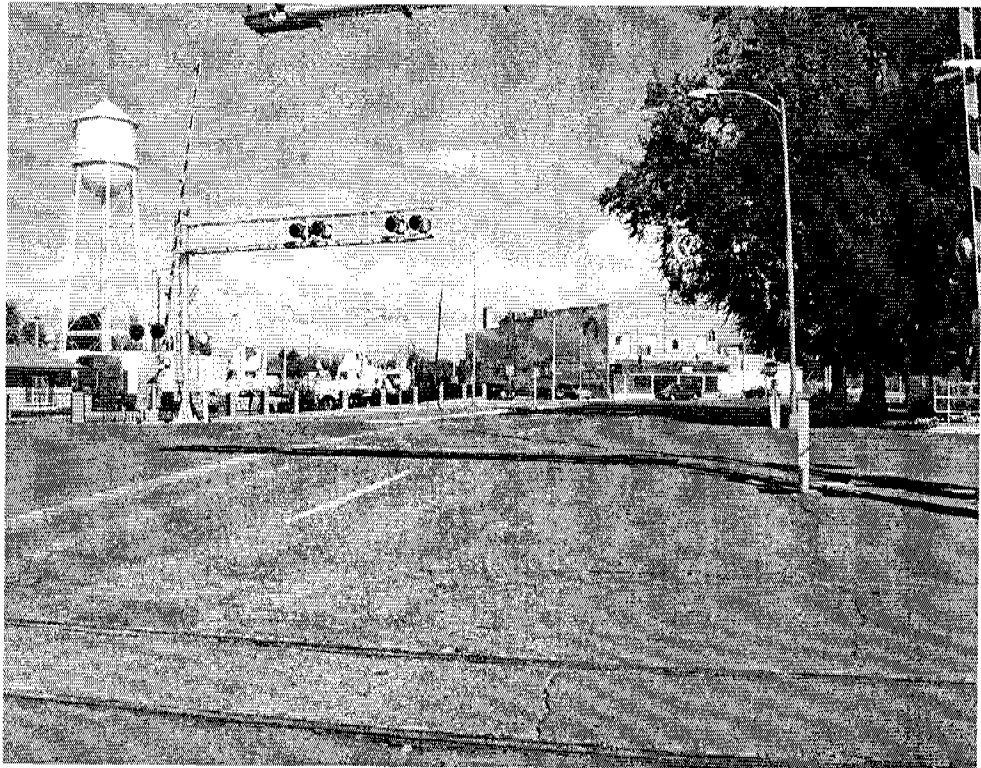
  

Phase		TIB Funds	Total Cost
<b>DESIGN</b>	Funds approved for Design	50,000	50,000
	Funds approved for Right of Way	0	0
<b>CONSTRUCTION</b>	Funds to be approved for Construction	600,585	746,346
	<b>TOTALS</b>	650,585	796,346

<b>NONELIGIBLE COST</b>	\$0	<b>TIB REIMBURSEMENT RATIO</b>	81.7%
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<b>LOCAL MATCH</b>	TOPPENISH \$55,761; WSDOT \$0; BNSF \$90,000 for a total of \$145,761
<b>EXISTING FACILITIES</b>	<p>The existing track crossing on Toppenish Avenue and East Second Street is in poor condition. The pavement is severely deteriorated and there are inadequate pedestrian facilities.</p> <div style="text-align: center;">  </div>

**PROJECT BENEFITS**

- Improves safety
- Restores structural condition

**PROPOSED WORK**

The project will upgrade the railroad crossing at Toppenish Avenue and 2nd Avenue. The improved section will include new roadway surfacing and base, curb, gutter, sidewalks, and improved storm drainage facilities.

**DISCUSSION**

The city requests an increase of \$174,585 in UAP Funds as shown below.

Phase	TIB Funds		Total Cost	
Project Selection	476,000		582,646	
Design Approval	476,000	0.0%	582,646	0.0%
Current Estimate	<u>650,585</u>	36.7%	<u>796,346</u>	36.7%
Change	174,585		213,700	
	36.7% Increase		36.7% Increase	

Several items were discovered during phase process that resulted in this increase request. The items include:

- Rising costs of construction materials and labor.
- A large volume of unsuitable sub-grade materials that must be removed and replaced with imported material.
- Unrealistic cost estimate from the railroad for the cost to upgrade the two railroad crossings.

This increase should be considered by the Board for the following reasons:

- The agency has very limited resources and is unable to cover the funding shortfall.
- The reasons for the increase were outside the agency's control.
- The project is nearly bid ready, design is nearly complete, right of way has been acquired, and the cultural resources assessment will be completed in March 2007.

Other options considered by the city to fund the shortfall:

- Reduce the scope of the project by eliminating the improvements on 2<sup>nd</sup> Avenue, except for the railroad crossing improvements, and eliminating sidewalk on one side of Toppenish Avenue. This would not meet the intent of the program or result in enough savings to fill the gap.
- Submitting an application to the Yakima Valley Council of Governments for federal funding to cover the funding shortfall. This would require the project to meet additional federal regulations and would likely result in increased project costs and delay construction until 2008.

**STAFF  
RECOMMENDATION**

Staff recommends approval of \$174,585 in UAP funds from the UATA account.

**BOARD ACTION**

Motion to approve an increase of \$174,585 in UAP funds bringing the total to \$650,585 in UAP funds.



## **Skamania County Route Jurisdiction Transfer Request**

March 22, 2007

### **BACKGROUND**

Skamania County made an informational presentation to the Board at the September 21, 2006 TIB meeting in North Bonneville. On October 31, 2006, Skamania County requested a transfer of USFS 90 Road, Curly Creek Road, and Wind River Highway, between SR 503 and SR 14, from Skamania County and USFS jurisdiction to WSDOT. The USFS is in support of this transfer. The county has not contacted WSDOT regarding this transfer. The affected agencies for this transfer request include Skamania County, U.S. Forest Service and the Washington State Department of Transportation.

On February 22, 2007, TIB staff responded to Skamania County's request to begin the RJT process for USFS 90 Road using criteria in WAC 479-210. Criteria for changes to the state highway system are found in RCW 47.17.001.

### **DESCRIPTION OF ROUTE**

USFS 90 Road begins at the east end of SR 503 and follows the northern shore of Swift Reservoir. Skamania County Curly Creek Road intersects USFS 90 at milepost 19.70. Curly Creek Road extends 5.07 miles to the southeast where it intersects Skamania County Wind River Road. Wind River Road proceeds southerly for 27.47 miles where it intersects SR 14. The facility has two travel lanes with a typical pavement width of 22 feet. The surfacing is a combination of asphalt and bituminous surface treatment.

The ADT for USFS 90 Road varies between 780 and 2800 vehicles depending on milepost. ADT on Curly Creek Road is seasonal and varies between 450 and 1100 vehicles. Wind River Road ADT varies from 3200 vehicles at SR 14 to 350 vehicles at Old Man Pass.

### **STATUS**

The USFS is currently responsible for operation and maintenance of USFS 90 Road. Skamania County is currently responsible for operation and maintenance of Curly Creek Road and Wind River Highway. One third of the county road fund comes from the Federal Forest Funds timber tax which the county indicates could be eliminated in 2008. The county has no funds to fill the deficit if the Federal Forest Funds are lost.

## **WAC 479-210 RULES FOR RJT PROCESS**

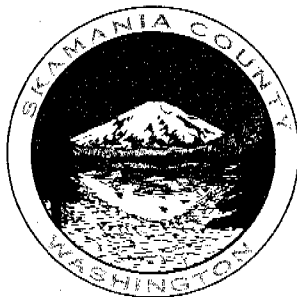
- TIB forms a subcommittee, comprised of at least two city, two county, and one DOT representatives, to review the request
- Subcommittee prepares preliminary findings
- Board provides interested parties written notice of the preliminary findings
- Board provides a 30 day comment period
- A public meeting may be held
- Board provides written notice of adopted final findings to interested parties
- Board sends final findings and recommendation to LTC

## **RECOMMENDATION**

Staff recommends the Chair appoint an Ad Hoc RJT committee to review the transfer request.

Staff proposes the following 2007 schedule:

<b>DATE</b>	<b>TASK</b>
March 23	Board establishes Ad Hoc committee to recommend preliminary findings.
May 25	Preliminary findings adopted by the Board.
May 29	Written notice, including preliminary findings, provided to interested parties to begin 30-day comment period.
June 28	Public meeting notice mailed to interested parties.
July 27	Public meeting held and final findings adopted by Board.
July/August	Written notice of final findings provided to interested parties.
By Nov. 15	Final findings and recommendation sent to LTC.



## SKAMANIA COUNTY BOARD OF COMMISSIONERS

Skamania County Courthouse  
Post Office Box 790  
Stevenson, Washington 98648

(509) 427-3700 FAX: (509) 427-3708  
TDD Relay Service (800) 833-6388

PAUL J. PEARCE  
District 1

JIM RICHARDSON  
District 2

Al McKEE  
District 3

October 31, 2006

Transportation Improvement Board  
P.O. Box 40901  
Olympia, WA 98504-0901

RECEIVED  
NOV 03 2006  
TIB

RE: Skamania County Request of Route Jurisdiction Transfer

Dear Steve Gorcester:

Skamania County is excited to present the Route Jurisdiction Transfer (RJT) request described at your North Bonneville meeting on September 21, 2006. This request is valid when considering the requirements of RCW 47.17.001. Skamania County Department of Public Works will work closely with the TIB during the evaluation process to provide all necessary information and assist with the study.

The formal RJT request will consist of the following sections of Federal and County roads:

<u>Road Name:</u>	<u>M.P. – M.P.</u>	<u>Ownership:</u>	<u>Notes:</u>
USFS 90 Road	0.00 – 15.49	USFS	End of 503 Ext to USFS 25 Rd
USFS 90 Road	15.49-19.70	USFS	USFS 25 Rd. to Curley Creek Rd.
Curley Creek Rd.	0.00-5.07	Skamania County	USFS 90 RD. to Wind River Rd.
Wind River Rd.	0.00-27.47	Skamania County	Curley Creek Rd. to SR-14

If you have any questions, please contact Tod LeFevre in the Public Works Department at 509-427-3919.

Sincerely,

Paul Pearce, Chair  
Skamania County Board of Commissioners



# Washington State Transportation Improvement Board

## TIB Members

Commissioner Leo Bowman  
*Chair, Benton County*

Councilmember Jeanne Burbidge  
*Vice Chair, City of Federal Way*

Mr. Todd Coleman  
*Port of Vancouver*

Ms. Kathleen Davis  
*WSDOT*

Mr. Mark Freiburger, P.E.  
*City of Colville*

Councilmember William Ganley  
*City of Battle Ground*

Councilmember Calvin Goings  
*Pierce County*

Ms. Paula Hammond, P.E.  
*WSDOT*

Ms. Doreen Marchione  
*Hopelink*

Councilmember Neil McClure  
*City of Yakima*

Mr. Dick McKinley  
*City of Bellingham*

Mr. Dave Nelson  
*Grant County*

Commissioner Greg Partch  
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*Office of Financial Management*

Ms. Heidi Stamm  
*HS Public Affairs*

Mr. Harold Taniguchi  
*King County Metro Transit*

Mr. Steve Thomsen  
*Snohomish County*

Mr. Jay Weber  
*County Road Administration Board*

Mr. Ralph Wessels, P.E.  
*Bicycle Alliance of Washington*

Mr. Stevan Gorcester  
*Executive Director*

P.O. Box 40901  
Olympia, WA 98504-0901  
Phone: 360-586-1140  
Fax: 360-586-1165  
[www.tib.wa.gov](http://www.tib.wa.gov)

February 22, 2007

Mr. Paul Pearce, Chair  
Skamania County Board of Commissioners  
Skamania County Courthouse  
P. O. Box 790  
Stevenson, WA 98648

RE: USFS 90 Road Route Jurisdiction Transfer Request

Dear Commissioner Pearce:

This is to confirm that the TIB has received your request to transfer ownership of USFS 90 Road, Curley Creek Road, and Wind River Road from the current owners to the State of Washington.

The TIB is currently collecting data in regards to the transfer criteria identified in WAC 479-210. Staff is making a preliminary assessment based on the criteria and will present the assessment to the Transportation Improvement Board at the March 22-23, 2007 Board meeting in Yakima.

The Board will form a subcommittee to review the preliminary assessment and may schedule a public meeting to solicit further input. A preliminary finding will be issued and notification sent to interested parties giving them 30 days to provide written comments. After the comment period, a final finding and recommendation will be prepared for submittal to the Legislative Transportation Committee.

Please contact me at 360-586-1139 or [steveg@tib.wa.gov](mailto:steveg@tib.wa.gov) if you have any questions. Thank you.

Sincerely,

Stevan Gorcester  
Executive Director

c: Commissioner Leo Bowman, TIB Chair  
Todd LeFevre, Skamania County Engineer





# Route Jurisdiction Transfer (RJT)

## Application for Rural Highway Transfer

Mail your signed application and required attachments to the TIB Office at:

**Post Office Box 40901 ♦ Olympia WA 98504-0901**

**For assistance contact Omar Mehyar, TIB Operations Manager, at (360) 586-1149 or via email at OmarM@tib.wa.gov**

Initiating Agency	<b>Skamania County</b>			Legislative District(s)	<b>15</b>
Route Name	<b>USFS 90 Rd</b>			<a href="#">Click to Find Legislative District</a>	
Termini	<b>SR 503 Ext @ Cowlitz Co. Line and SR 14 near Carson</b>			Length in Miles	<b>53.04 miles</b>
Fed Functional Classification	<b>07-08</b>	Federal Route Number	<b>20040/92135</b>	Average Daily Traffic	<b>450 - 2,800</b>
Contact Person	<b>Tod LeFevre</b>			Phone Number	<b>509-427-3911</b>
Email Address	<b>lefevre@co.skamania.wa.us</b>				

Indicate if transfer was previously proposed

☒ No ☐ Yes If yes, indicate year previously proposed \_\_\_\_\_

### APPLICATION ATTACHMENTS

Check all attachments included with your application

- ☒ 8-1/2" x 11" Vicinity Map clearly showing the limits of the route
- ☒ Letters of Support pertaining to the transfer request
- ☒ Meeting Minutes pertaining to the transfer request (TIB Meeting in North Bonneville, 9/21/2006)

### AGENCY(S) INVOLVED IN TRANSFER

Agency Name	Transfer Impact	Position on Transfer
Skamania County	ORIGINAL OWNER	RJT Request Originator
USFS	ORIGINAL OWNER	In Agreement with RJT
WSDOT	RECEIVING AGENCY	No contact on RJT

### CERTIFICATION

Certification is hereby given that the information provided is accurate and the applicable attachments are complete and included as part of the application package

Signature of Initiating Agency

Date Signed

**Tod LeFevre, P.E., County Engineer**

Printed or Typed Name & Title

## EXISTING CONDITIONS

Enter the requested data for the route in the table below

Number of Travel Lanes	<b>2 lanes</b>	Continous Left Turn Lane	<b>NO</b>
Pavement Width (curb to curb OR edge to edge)	<b>22 feet</b>	Right of Way Width	<b>30-60'</b>
Condition of Existing Pavement	<input type="checkbox"/> Good <input checked="" type="checkbox"/> Fair <b>X (Varies)</b> <input type="checkbox"/> Poor	Type of Surfacing	<b>ACP/BST</b>
Curb Placement	<input type="checkbox"/> One Side <input type="checkbox"/> Both Sides <input checked="" type="checkbox"/> None	Sidewalk Placement	<input type="checkbox"/> One Side <input type="checkbox"/> Both Sides <input checked="" type="checkbox"/> None

## ECONOMIC DEVELOPMENT ISSUES

Is this route included in a comprehensive plan for community development?

Skamania County is currently finalizing a Swift Area Subarea Plan. The plan will encompass over 34,000 acres of private property that is currently not zoned. (See Swift Area Vision Report 9-2006 attached)

Briefly discuss growth management/economic development issues

Skamania County is working on developing a growth management/economic Development plan as part of the Swift Subarea Plan. These will ultimately determine the impact to these 2-lane mountainous roads.

## AGENCY EVALUATION OF ROUTE

Check all characteristics that apply to the route

A rural highway route **should** be designated as a state highway if it meets any of the following:

- ☐ Designated as part of the national system of interstate and defense highways (popularly called the interstate system)
- ☐ Designated as part of the system of numbered United States routes
- ☐ Contains an international border crossing that is open twelve or more hours each day

A rural highway route **may** be designated as a state highway if it is part of an integrated system of roads and

- ☒ Carries in excess of three hundred thousand tons annually and provides primary access to a rural port or intermodal freight terminal
- ☒ Provides a major cross-connection between existing state highways
- ☒ Connects places exhibiting one or more of the following characteristics:
  - ▶ A population center of one thousand or greater
  - ▶ An area or aggregation of areas having a population equivalency of one thousand or more such as recreation areas (See **page 4** to determine Equivalent Population)
  - ▶ A county seat
  - ▶ A major commercial-industrial terminal in a rural area with a population equivalency of one thousand or greater

Describe connected places in space below

**300,000 tons:** These roads provide access to over 50,000 acres of private timberlands and over 500,000 acres of National Forest. Historical cuts in this area exceed those numbers. Current Traffic counts uphold this specification and both sides of the loop are connected to the rural ports in Longview and Skamania. **Cross Connection:** This would provide a cross connection between I-5 via SR 503 and SR 14. **Population of 1,000 or Greater:** These roads connect the communities of Carson, Stabler and Northwoods with a combined population of well over 2,000. Development is increasing in the Swift area, and population is

## EVALUATION CRITERIA FOR ROUTE

Check all criteria that apply to the route. Provide an explanation for each checked criteria in the spaces provided on the following pages

- ☐ For any route wholly within one or more contiguous jurisdictions which would be proposed for transfer to the state highway system under these criteria, if local officials prefer, responsibility will remain at the local level.
- ☒ State highway routes maintain continuity by being composed of routes that join other state routes at both ends or to arterial routes in the states of Oregon and Idaho and the province of British Columbia.
- ☐ Public facilities may be considered to be served if they are within approximately two miles of a state highway.

Exceptions may be made to include:

- ▶ Rural spurs as state highways if they meet the criteria relative to serving population centers of 1,000 or greater population or activity centers with population equivalencies or an aggregated population of 1,000 or greater
- ▶ Urban spurs as state highways that provide needed access to Washington state ferry terminals, state parks, major seaports, and trunk airports
- ▶ Urban connecting links as state highways that function as needed bypass routing of regionally oriented through traffic and benefit truck routing, capacity alternative, business congestion, and geometric deficiencies

When there is a choice of two or more routes between population centers, the state route designation shall normally be based on the following considerations:

The ability to handle higher traffic volumes

The higher ability to accommodate further development or expansion along the existing alignment

The most direct route and the lowest travel time

The route that serves traffic with the most interstate, statewide, and interregional significance

The route that provides the optimal spacing between other state routes

The route that best serves the comprehensive plan for community development in those areas where such a plan has been developed and adopted.

## EXPLANATION OF CRITERIA

Enter detail for the Checked Criteria in the spaces below

Skamania County is requesting this RJT in conjunction with the USFS because of projected future transportation budget shortfalls and possible inability to maintain this sections of roads for the public good.

Tab to Continue Detail in Next Cell

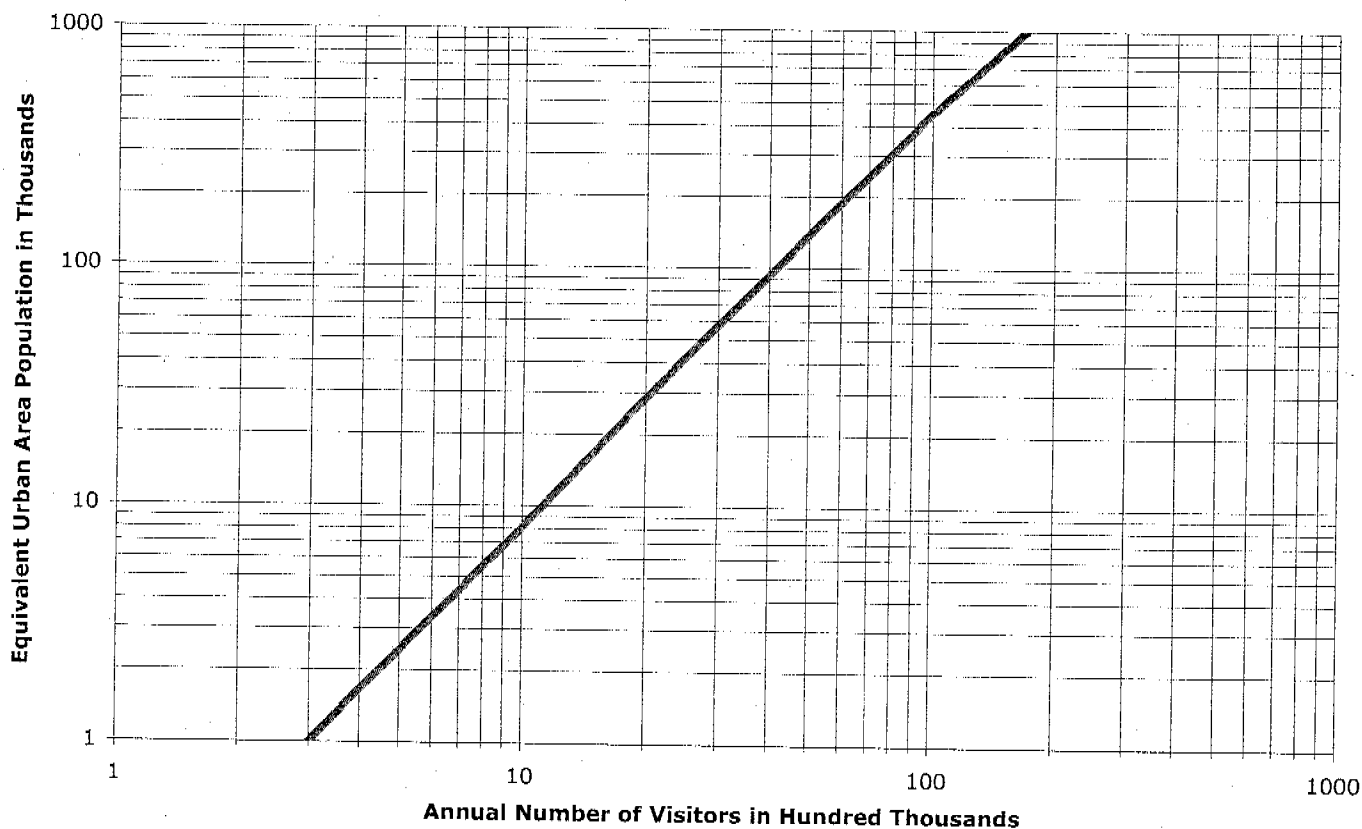
This RJT would provide an alternative State Route from the center of the Columbia River Gorge to the I-5 Corridor north of Vancouver Washington.

Tab to Continue Detail in Next Cell

## RECREATIONAL GENERATOR URBAN AREA POPULATION EQUIVALENT

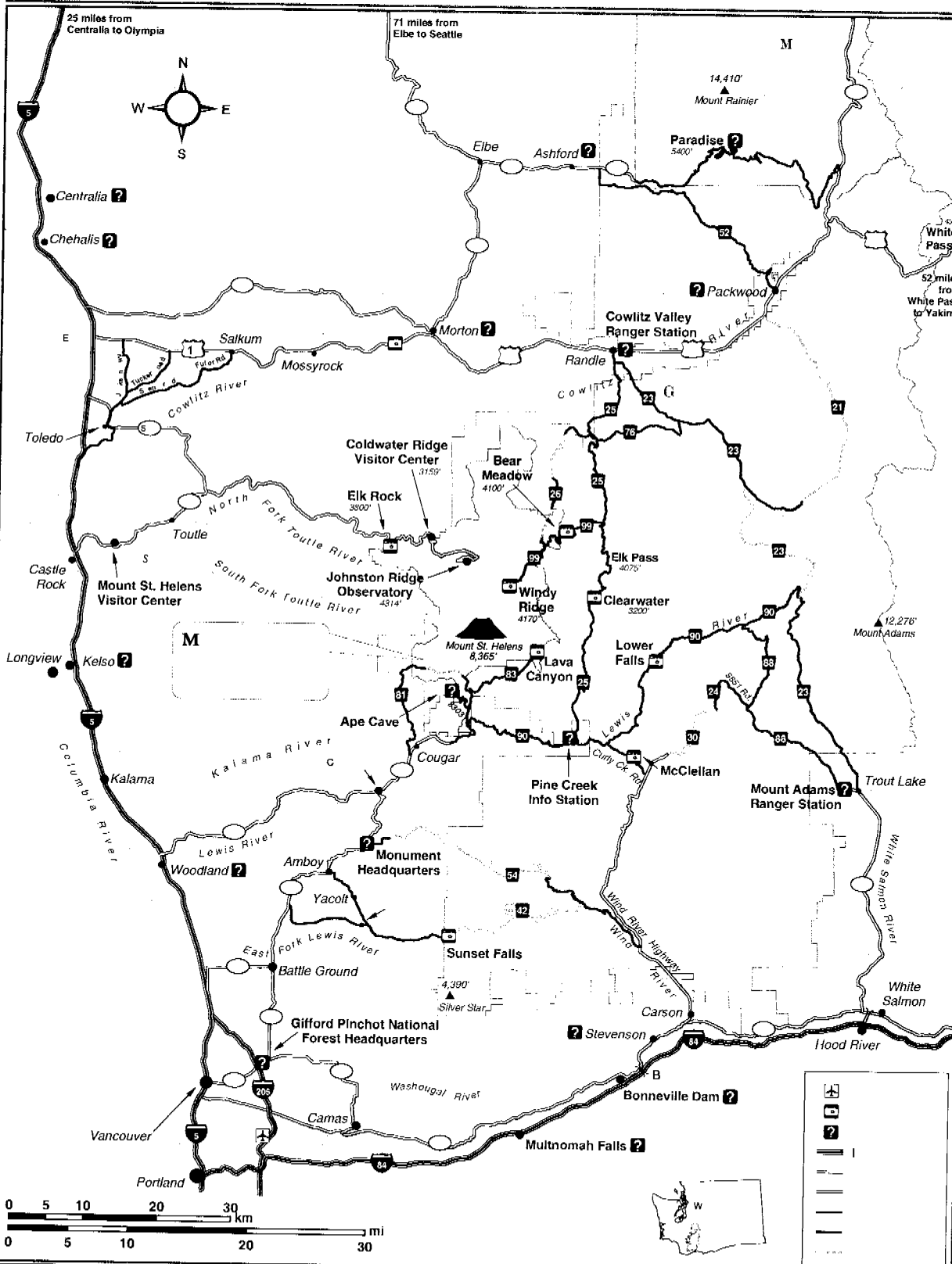
These traffic generators are used by society during its leisure time for recreational and cultural purposes. Included are parks, beaches, national and state forests, civic centers, sports arenas, historical sites and monuments, outdoor theaters, state and county fairgrounds, and other facilities. For this type of travel generator, annual visitations are converted to population equivalencies.

If several recreational travel generators are located closely together or can be served by only one possible route, such as in a coastal peninsula or mountainous area, the visitations may be combined in the ranking process. Annual recreational generator visitations are to be reduced to a population equivalency by the following graph. Enter the chart at the bottom with the appropriate number of annual visitations and read on the left of the population equivalency at the point where the vertical visitation line intersects the curve.





# G



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<http://www.fs.fed.us/gpnf/mshnvm>

Produced by the Northwest Interpretive Association in cooperation with the USDA Forest Service



**RCW 47.17.001****Criteria for changes to system.**

In considering whether to make additions, deletions, or other changes to the state highway system, the legislature shall be guided by the following criteria as contained in the Road Jurisdiction Committee Phase I report to the legislature dated January 1987:

(1) A rural highway route should be designated as a state highway if it meets any of the following criteria:

(a) Is designated as part of the national system of interstate and defense highways (popularly called the interstate system); or

(b) Is designated as part of the system of numbered United States routes; or

(c) Contains an international border crossing that is open twelve or more hours each day.

(2) A rural highway route may be designated as a state highway if it is part of an integrated system of roads and:

(a) Carries in excess of three hundred thousand tons annually and provides primary access to a rural port or intermodal freight terminal;

(b) Provides a major cross-connection between existing state highways;

(c) Connects places exhibiting one or more of the following characteristics:

(i) A population center of one thousand or greater;

(ii) An area or aggregation of areas having a population equivalency of one thousand or more, such as, but not limited to, recreation areas, military installations, and so forth;

(iii) A county seat;

(iv) A major commercial-industrial terminal in a rural area with a population equivalency of one thousand or greater; or

(d) Is designated as a scenic and recreational highway.

(3) An urban highway route that meets any of the following criteria should be designated as part of the state highway system:

(a) Is designated as part of the interstate system;

(b) Is designated as part of the system of numbered United States routes;

(c) Is an urban extension of a rural state highway into or through an urban area and is necessary to form an integrated system of state highways;

(d) Is a principal arterial that is a connecting link between two state highways and serves regionally oriented through traffic in urbanized areas with a population of fifty thousand or greater, or is a spur that serves regionally oriented traffic in urbanized areas.

(4) The following guidelines are intended to be used as a basis for interpreting and applying the criteria to specific routes:

(a) For any route wholly within one or more contiguous jurisdictions which would be proposed for transfer to the state highway system under these criteria, if local officials prefer, responsibility will remain at the local level.

(b) State highway routes maintain continuity of the system by being composed of routes that join other state routes at both ends or to arterial routes in the states of Oregon and Idaho and the Province of British Columbia.

(c) Public facilities may be considered to be served if they are within approximately two miles of a state

highway.

(d) Exceptions may be made to include:

(i) Rural spurs as state highways if they meet the criteria relative to serving population centers of one thousand or greater population or activity centers with population equivalencies or an aggregated population of one thousand or greater;

(ii) Urban spurs as state highways that provide needed access to Washington state ferry terminals, state parks, major seaports, and trunk airports; and

(iii) Urban connecting links as state highways that function as needed bypass routing of regionally oriented through traffic and benefit truck routing, capacity alternative, business congestion, and geometric deficiencies.

(e) In urban and urbanized areas:

(i) Unless they are significant regional traffic generators, public facilities such as state hospitals, state correction centers, state universities, ferry terminals, and military bases do not constitute a criteria for establishment of a state highway; and

(ii) There may be no more than one parallel nonaccess controlled facility in the same corridor as a freeway or limited access facility as designated by the metropolitan planning organization.

(f) When there is a choice of two or more routes between population centers, the state route designation shall normally be based on the following considerations:

(i) The ability to handle higher traffic volumes;

(ii) The higher ability to accommodate further development or expansion along the existing alignment;

(iii) The most direct route and the lowest travel time;

(iv) The route that serves traffic with the most interstate, statewide, and interregional significance;

(v) The route that provides the optimal spacing between other state routes; and

(vi) The route that best serves the comprehensive plan for community development in those areas where such a plan has been developed and adopted.

(g) A route designated in chapter 47.39 RCW as a scenic and recreational highway may be designated as a state highway in addition to a parallel state highway route.

[1993 c 430 § 1; 1990 c 233 § 1.]



**Chapter 479-210 WAC**  
**ROUTE JURISDICTION TRANSFER RULES AND REGULATIONS**

Last Update: 11/19/91

**WAC SECTIONS**

- 479-210-010 Purpose and authority.
- 479-210-100 Definitions.
- 479-210-150 Criteria for rural highway routes.
- 479-210-200 Criteria for urban highway routes.
- 479-210-250 Interpretation and application of criteria to specific routes.
- 479-210-300 Administration costs.
- 479-210-350 Board review of route jurisdiction transfer requests.
- 479-210-400 Reports to legislative transportation committee.

**WAC 479-210-010 Purpose and authority.** Section 62, chapter 342, Laws of 1991, provides that the transportation improvement board shall utilize the criteria established in RCW 47.17.001 in evaluating petitions and to adopt rules for implementation of the process, and being a multijurisdictional body, is directed to receive and review petitions from cities, counties, or the department of transportation requesting any addition or deletion from the state highway system.

[Statutory Authority: Chapter 47.26 RCW and 1991 c 342 §§ 60 and 62. 91-23-091, § 479-210-010, filed 11/19/91, effective 12/20/91.]

**WAC 479-210-100 Definitions.** For purposes of implementing the requirements of section 62, chapter 342, Laws of 1991, relative to the transportation improvement board, the following definitions shall apply:

- (1) Board - When board is used in this chapter, it refers to the transportation improvement board.
- (2) Connecting link - Connecting links should provide system continuity, including needed alternate routing of regionally oriented through-traffic or access to major regional-based public facilities or traffic generators. Generally, links bypass the central business district and/or the central city and form loops and beltways.
- (3) Connection to places - Places may be considered connected if they are within approximately two miles of a state highway.
- (4) Corridor - A corridor may vary depending on the characteristics of a region and the use of the facilities. The corridor limits used by the board to analyze a state highway route will be as described by the metropolitan planning organization (MPO) or regional transportation planning organization (RTPO) for the area where the route is located.
- (5) Parallel highway route - Parallel route consideration is used to analyze alternative routes within the same corridor. Outside a corridor, a route should be considered a viable highway route if it meets the other criteria in this chapter.
- (6) Population equivalency of one thousand or more - To determine the equivalent population of a recreation area, refer to the WSDOT publication, "Guidelines for Amending Urban Boundaries, Functional Classifications, and Federal-Aid Systems."
- (7) Rural highway route - A rural highway route is the portion of a route that lies outside a federal urban area boundary.
- (8) Urban highway route - An urban highway route is the portion of a route that is within a federal urban area boundary.

[Statutory Authority: Chapter 47.26 RCW and 1991 c 342 §§ 60 and 62. 91-23-091, § 479-210-100, filed 11/19/91, effective 12/20/91.]

**WAC 479-210-150 Criteria for rural highway routes.** In considering whether to make additions, deletions, or other changes to the state highway system, the legislature is guided by criteria in RCW 47.17.001. The local agencies, department of transportation and the board will use these same criteria to assess the merits of any proposed changes to the state highway system. The following criteria will be used to assess the merits of a proposed change to a rural route:

- (1) A rural highway route should be designated as a state highway if it meets any of the following criteria:
  - (a) Is designated as part of the national system of interstate and defense highways (popularly called the interstate

system); or

(b) Is designated as part of the system of numbered United States routes; or

(c) Contains an international border crossing that is open twelve or more hours each day.

(2) A rural highway route may be designated as a state highway if it is part of an integrated system of roads and:

(a) Carries in excess of three hundred thousand tons annually and provides primary access to a rural port or intermodal freight terminal;

(b) Provides a major cross-connection between existing state highways; or

(c) Connects places exhibiting one or more of the following characteristics:

(i) A population center of one thousand or greater;

(ii) An area or aggregation of areas having a population equivalency of one thousand or more, such as, but not limited to recreation areas, military installations, and so forth;

(iii) A county seat;

(iv) A major commercial-industrial terminal in a rural area with a population equivalency of one thousand or greater.

[Statutory Authority: Chapter 47.26 RCW and 1991 c 342 §§ 60 and 62. 91-23-091, § 479-210-150, filed 11/19/91, effective 12/20/91.]

**WAC 479-210-200 Criteria for urban highway routes.** In considering whether to make additions, deletions, or other changes to the state highway system, the legislature is guided by criteria in RCW 47.17.001. The local agencies, department of transportation and the board will use these same criteria to assess the merits of any proposed changes to the state highway system. An urban highway route that meets any of the following criteria should be designated as part of the state highway system:

(1) Is designated as part of the interstate system;

(2) Is designated as part of the system of numbered United States routes;

(3) Is an urban extension of a rural state highway into or through an urban area and is necessary to form an integrated system of state highways;

(4) Is a principal arterial that is a connecting link between two state highways and serves regionally oriented through traffic in urbanized areas with a population of fifty thousand or greater, or is a spur that serves regionally oriented traffic in urbanized areas.

[Statutory Authority: Chapter 47.26 RCW and 1991 c 342 §§ 60 and 62. 91-23-091, § 479-210-200, filed 11/19/91, effective 12/20/91.]

**WAC 479-210-250 Interpretation and application of criteria to specific routes.** These guidelines are intended to be used as a basis for interpreting and applying the criteria to specific routes.

(1) For any route wholly within one or more contiguous jurisdictions which would be proposed for transfer to the state highway system under these criteria, if local officials prefer, responsibility will remain at the local level.

(2) State highway routes maintain continuity by being composed of routes that join other state routes at both ends or to arterial routes in the states of Oregon and Idaho and the province of British Columbia.

(3) Public facilities may be considered to be served if they are within approximately two miles of a state highway.

(4) Exceptions may be made to include:

(a) Rural spurs as state highways if they meet the criteria relative to serving population centers of 1,000 or greater population or activity centers with population equivalencies or an aggregated population of 1,000 or greater;

(b) Urban spurs as state highways that provide needed access to Washington state ferry terminals, state parks, major seaports, and trunk airports; and

(c) Urban connecting links as state highways that function as needed bypass routing of regionally oriented through traffic and benefit truck routing, capacity alternative, business congestion, and geometric deficiencies.

(5) In urban and urbanized areas:

(a) Unless they are significant regional traffic generators, public facilities such as state hospitals, state correction centers, state universities, ferry terminals, and military bases do not constitute a criteria for establishment of a state highway; and

(b) There may be no more than one parallel nonaccess controlled facility in the same corridor as a freeway or limited access facility as designated by the metropolitan planning organization.

(6) When there is a choice of two or more routes between population centers, the state route designation shall normally be based on the following considerations:

(a) The ability to handle higher traffic volumes;

(b) The higher ability to accommodate further development or expansion along the existing alignment;

(c) The most direct route and the lowest travel time;

(d) The route that serves traffic with the most interstate, statewide, and interregional significance;

(e) The route that provides the optimal spacing between other state routes; and

(f) The route that best serves the comprehensive plan for community development in those areas where such a plan has been developed and adopted.

[Statutory Authority: Chapter 47.26 RCW and 1991 c 342 §§ 60 and 62. 91-23-091, § 479-210-250, filed 11/19/91, effective 12/20/91.]

**WAC 479-210-300 Administration costs.** The board costs for necessary staff services and facilities that are attributable to the route jurisdiction transfer program shall be paid from the urban arterial trust account in the motor vehicle fund.

[Statutory Authority: Chapter 47.26 RCW and 1991 c 342 §§ 60 and 62. 91-23-091, § 479-210-300, filed 11/19/91, effective 12/20/91.]

**WAC 479-210-350 Board review of route jurisdiction transfer requests.** The chairman will appoint a subcommittee that will review a route jurisdiction transfer request. The subcommittee should consist of at least two city, two county and one department of transportation board members.

[Statutory Authority: Chapter 47.26 RCW and 1991 c 342 §§ 60 and 62. 91-23-091, § 479-210-350, filed 11/19/91, effective 12/20/91.]

**WAC 479-210-400 Reports to legislative transportation committee.** In addition to the implementation report due August 1, 1991, the board shall forward to the legislative transportation committee by November 15 each year any recommended jurisdictional transfers.

[Statutory Authority: Chapter 47.26 RCW and 1991 c 342 §§ 60 and 62. 91-23-091, § 479-210-400, filed 11/19/91, effective 12/20/91.]



State of Washington  
Transportation Improvement Board

March 23, 2007

## Chapter 479-05 WAC

### Basis

Chapter 479-05 WAC is the program requirements for UATA and TIA funded programs. This chapter outlines and will match the "General Requirements" from the TIB Guidelines. It adds missing requirements and deletes outdated rules. The revision is meant to increase clarity of the rules, improve understanding, and develop continuity.

This draft is to ensure the most current policy is implemented into WAC. The initial Board Review was at the September 2006 meeting. Changes requested are incorporated into this version, with new sections highlighted as follows:

### Discussion of changes

- 011- New section is added for emergent nature projects entitled *Submission and limitation of emergent nature projects*. This is based on the TIB Program Guidelines.
- 012 - New section is added for transfer of funding source. This only impacts urban projects.
- 020 - Revision of the section *Six-year transportation program plan*. AKA - the local agency's perpetual advanced six-year plan for coordinated transportation program expenditures - RCW 35.77.010, 36.81.121 and 35.58.2795.
- 041- New section added when a VE study may be waived.
- 050 - Project phases. Renamed project phases to improve clarity.
- 051 - New section adding project modification and scope change - changes from discussion in September, 2006.
- 060 - Methods of construction. AAG suggested language change for exemption from bidding requirements.
- 100 - Utilities adjustment and relocation - separated from RR adjustment or relocation which is 101.
- 130 - Project landscaping and aesthetic improvements. This section defines more specifically the items that are allowed, and disallowed.
- 131 - New section added for mitigation costs and limitations. This is a section that has been in policy, but not in WAC.
- 141 - New section on eligible reimbursement of right of way. Includes wording for full parcel takes TIB reimbursement, remnant sale, and if not built funding may be returned.
- 150 - Removes a restriction on bicycle facilities that only allows them if a nonmotorized plan calls for inclusion. Bicycle facilities should be included based on engineering judgment, safety, and continuity of the bicycle network.
- 170 - New section on reimbursement of engineering costs and states an exception.
- 171 - New section on cultural resource assessment reimbursement.
- 200 - New section on agency requested increase.
- 201 - New section on how agency requests the increase.
- 202 - New section on review of the increase request. Includes AAG wording.
- 203 - New section if an increase is not approved. What other remedies the local agency has available.
- 210 - New section on project delay. Changed wording for phase (construction phase instead of bid award). Project delay section implements a policy previously adopted by the Board.
- 211 - New section describing the stages of delay. AAG changed board hearing to next section.
- 212 - New section review and consequences of delay. AAG changed language makes it clearer. Includes wording on suspension or withdrawal.

**Chapter 479-05 WAC**  
**PROGRAM REQUIREMENTS** Last Update: 8/4/03 WAC

- 479-05-010 Submission of proposed projects.
- 479-05-011 Emergent nature project submission and limitations.
- 479-05-012 Urban project transfer for completion.
- 479-05-020 Six-year transportation program plan.
- 479-05-030 A registered professional engineer must be in charge.
- 479-05-040 Value engineering study requirements.
- 479-05-041 When a value engineering study may be waived.
- 479-05-050 Project phases.
- 479-05-051 Project modification and scope change.
- 479-05-060 Methods of construction.
- 479-05-070 Design standards or deviations.
- 479-05-080 Standard specifications.
- 479-05-100 Utility adjustments or relocations.
- 479-05-101 Railroad adjustments or relocation.
- 479-05-120 Street illumination and traffic control devices.
- 479-05-130 Project landscaping and aesthetic improvements.
- 479-05-131 Mitigation costs and limitations.
- 479-05-140 Acquisition of rights of way.
- 479-05-141 What is eligible for reimbursement of right of way.
- 479-05-170 Reimbursement of engineering costs.
- 479-05-171 Reimbursement of cultural resource assessment costs for TIB funded projects.
- 479-05-200 When an agency may request an increase in TIB funds.
- 479-05-201 How an agency requests an increase in TIB funds.
- 479-05-202 Criteria the board and the executive director uses when reviewing increase requests.
- 479-05-203 If an increase is not approved.
- 479-05-210 When a project is considered delayed.
- 479-05-211 The stages of delayed projects.
- 479-05-212 Review and consequences of delay.

**WAC 479-05-010 Submission of proposed projects.** A call for projects may be made as the board deems appropriate. Subsequent to a call, a priority array may be adopted. The array will be published and will list all approved applications. Special funding programs or a special call for projects may be made by the board as funds allow.

[Statutory Authority: Chapter 47.26 RCW. 03-16-077, § 479-05-010, filed 8/4/03, effective 9/4/03. Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-05-010, filed 11/23/99, effective 12/24/99.]

**NEW SECTION**

**WAC 479-05-011 Emergent nature project submission and limitations.** An eligible agency may request the Transportation Improvement Board consider a project for emergency funding outside of the normal call for projects. To be considered as emergent nature, a project must demonstrate the following:

(1) There has been a significant change in the location or development of traffic generators in the area of the project.

(2) The work proposed is necessary to avoid or reduce serious traffic congestion in the area of the project in the near future.

(3) A partially funded project that, if completed, would

WAC (3/15/07 12/29/06 5/8/06 4:08 PM 2:26 PM 10:09 AM) [ 1 ]

1 enable a community to secure an unanticipated economic  
2 development opportunity.

3 (4) Other funding sources the local agency has applied for  
4 or secured for the project.

5 (5) The funding of the project would not adversely impact  
6 currently funded projects.

7 The agency may be asked to make a presentation to the board on  
8 the project.

9  
10  
11 **NEW SECTION**

12 **WAC 479-05-012 Urban project transfer for completion.** If  
13 an urban project meets the criteria of both the Urban Arterial  
14 Trust Account (UATA) and Transportation Improvement Account  
15 (TIA), the funding source for the project may be transferred  
16 from one account to the other as the board deems necessary to  
17 ensure project completion.

18  
19  
20  
21 **WAC 479-05-020 Six-year ~~transportation~~ transportation**  
22 **~~program plan.~~ improvement plan.** Projects selected in the  
23 priority array must be included in the local agency's perpetual  
24 advanced six-year ~~transportation~~ plan for coordinated  
25 transportation program expenditures prior to receiving  
26 authorization to proceed on the project.

27  
28 [Statutory Authority: Chapters 47.26 and 47.66 RCW. RCW  
29 35.77.010, 36.81.121 and 35.58.2795. 99-24-038, § 479-05-020,  
30 filed 11/23/99, effective 12/24/99.]

31  
32  
33 **RENUMBER SECTION**

34 **WAC 479-05-030 A registered professional engineer must be**  
35 **in charge.** All projects using ~~board~~ UATA or TIA funds will be  
36 supervised by a professional engineer registered in the state of  
37 Washington.

38  
39 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-  
40 038, § 479-05-070, filed 11/23/99, effective 12/24/99.]

41  
42 **WAC 479-05-040 Value engineering study requirements.** A  
43 value engineering study is required for urban projects with  
44 total cost exceeding two and one half million dollars or when  
45 determined by the ~~transportation improvement board~~  
46 ~~staff~~ executive director. ~~in charge of the project.~~

47  
48 **NEW SECTION**

49 **WAC 479-05-041 When a value engineering study may be**  
50 **waived.** If the project meets one of the following criteria, the

WAC (3/15/07) 12/29/06 5/8/05 4:08 PM 2:26 PM 10:02 AM [ 60 ]

study is automatically waived:

(1) Project receives less than twenty percent in board funds; or

(2) Project is construction only.

The executive director has the discretion to waive the value engineering study requirement if the total project cost is less than five million dollars.

The board has the discretion to ~~may~~ waive the ~~any~~ value engineering study requirement on any project.

~~The executive director has the discretion to waive the value engineering study requirement if the proposed project based on if meets one of the following criteria:~~

~~(1) Project receives less than twenty percent in board funds;~~

~~(2) Total project cost is less than five million dollars;~~  
~~or~~

~~(3) Project is construction only.~~

[Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-05-040, filed 11/23/99, effective 12/24/99.]

**WAC 479-05-050 Phases of project** ~~Project phases~~. Projects authorized by the board are divided into the following phases:

(1) Design Phase: -- documents that must be received prior to phase approval include:

(a) ~~Signed funding status form confirming that the funding partners are fully committed; to full design cost and the project funding status form is signed~~

(b) ~~Page from the adopted six year transportation program improvement plan that which lists the project;~~

(c) Signed fuel tax agreement; and

(d) Consultant agreement (small city arterial and small city sidewalk programs only).

(2) ~~Construction Bid Phase~~: -- documents that must be received prior to phase approval include:

(a) ~~Signed construction prospectus bid authorization form that confirms~~ contains:

(i) ~~funding partners are committed~~ Plans and specification package;

(ii) Written confirmation of funding partners; and

(iii) that full funding is available for the project.

~~to full construction costs~~

(b) ~~deed or other documentation that~~ Signed confirmation that right-of-way is acquired or possession and use is in place;

(c) ~~and specification package is attached to prospectus~~

1                    (dc) Engineer's ing estimate is in final format;  
2  
3                    (ed) Consultant agreement (small city arterial and  
4 small city sidewalk programs only);  
5                    (e) Certification that a cultural resource assessment  
6 was completed (if applicable); and  
7                    (ff) Traffic signal warrants (if applicable).  
8 (3) ~~Bid Opening and Award~~ Construction Phase: ~~---~~ -  
9 documents that must be received prior to phase approval include:  
10 (a) Updated cost estimate form signed by an agency  
11 official and the project engineer;  
12 (b) Bid tabulations; and  
13 (c) Description of cost changes.  
14 (4) ~~Contract Completion~~ Project Closeout Phase ~~---~~ -  
15 documents that must be received prior to phase approval include:  
16 (a) Updated cost estimate form signed by an agency  
17 official and the project engineer;  
18 (b) Final summary of quantities; and  
19 (c) Accounting history signed by agency financial  
20 manager or official.  
21  
22 [Statutory Authority: Chapter 47.26 RCW. 03-16-077, § 479-05-  
23 050, filed 8/4/03, effective 9/4/03. Statutory Authority:  
24 Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-05-050, filed  
25 11/23/99, effective 12/24/99.]  
26  
27

## 28 **NEW SECTION**

29 **WAC 479-05-051 Project modification and scope change.** The  
30 executive director may approve scope changes except the  
31 following which will be reviewed require board approval by the  
32 board:

- 33 (1) A exchange in the project limits with a request for an  
34 increase in funding beyond the Executive Director's  
35 administrative authority in WAC 479-01-060;
- 36 (2) ~~adding~~ Adding or decreasing through lanes;
- 37 (3) ~~adding~~ Adding or eliminating grade  
38 separations; separators
- 39 (4) ~~reducing~~ Reducing limits greater than one hundred  
40 lineal feet;
- 41 (5) ~~inclusion~~ Inclusion or exclusion of major project  
42 element that may be considered a scope change by the  
43 executive director; or
- 44 (6) ~~change~~ Changes to program project components that were  
45 used to rate the project.

46  
47 **WAC 479-05-060 Methods of construction.** All construction  
48 using board UATA or TIA funds will be advertised, competitively  
49 bid, and contracted, except:

- 50 (1) Utility and railroad relocations and adjustments;



1 (2) Government force work;

2 (3) Work eligible from the small works roster

3 ~~A competitive bid is not required for projects which meet~~  
4 ~~the requirements of chapters 36.77, 35.22, 35.23, and 35.27 RCW.~~

5 (4) Local agencies may be otherwise exempt from bidding  
6 requirements if so authorized by an applicable statute contained  
7 in chapter 36.77, 35.22, 35.23, or 35.27 RCW.

8  
9 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
10 § 479-05-060, filed 11/23/99, effective 12/24/99.]

11  
12 RENUMBERED SECTION

13 **WAC 479-05-070 Design standards or deviations.** All  
14 ~~projects will be prepared using currently applicable design~~  
15 ~~standards.~~ designed using the City and County Design Standards  
16 publication of the WSDOT local agency guidelines manual. Any  
17 deviation from the design standard must be approved in writing  
18 by the Executive Director.

19  
20 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
21 § 479-05-090, filed 11/23/99, effective 12/24/99.]

22  
23 **WAC 479-05-080 Standard specifications.** The current  
24 edition of the Standard Specifications for Road, Bridge, and  
25 Municipal Construction or equivalent, will be used as the  
26 standard for construction of board funded projects.  
27 ~~will be included in any contract entered into by an agency~~  
28 ~~using board funds.~~

29 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
30 § 479-05-080, filed 11/23/99, effective 12/24/99.]

31  
32  
33 **WAC 479-05-100 Utility and railroad adjustments and or**  
34 **relocations.** ~~Utility and railroad adjustments and or~~  
35 ~~relocations may be performed~~ reimbursed using the following  
36 criteria:

37 (1) If it is a direct cost for utility adjustments that are  
38 owned by the local government;

39 (2) If the utility provider owns the property in fee  
40 title; or

41 (3) If the Utility Franchise Agreement requires the local  
42 agency to pay for those utility adjustments or relocations  
43 required by state or local government.

44  
45 Upgrading of utilities is not eligible for reimbursement by UATA  
46 or TIA funds.

47 If the proposed work will cause a significant change in scope,  
48 the agency must seek board approval.

49  
50 ~~by negotiated contract with the owner of those facilities. The~~

1 administering agency shall review and approve a written  
2 statement that includes the items of work and an estimate of  
3 cost prepared by the utility or railroad for the work required  
4 as a result of the improvement. Updated statements of items of  
5 work and estimates of cost may be reviewed and approved by the  
6 administering agency. All costs of utility and railroad  
7 adjustments, as finally approved by the administering agency,  
8 shall be subject to audit. ~~(I don't understand the purpose of~~  
9 ~~this WAC. It seems to conflict with the next WAC.)~~ If federal aid  
10 highway funds are included in the project, the negotiated  
11 contract shall include the applicable provisions of federal  
12 Highway Administration policies and procedures prescribed in 23  
13 C.F.R. 140, 23 C.F.R. 645 and 23 C.F.R. 646, Federal Aid Policy  
14 Guide.

15  
16 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
17 § 479-05-100, filed 11/23/99, effective 12/24/99.]  
18  
19  
20

21 DELETE SECTION

22 ~~WAC 479-05-110 Undergrounding utilities. Board funds may~~  
23 ~~utility from which the utility is being removed be used in the~~  
24 ~~actual, necessary costs of relocating utility or other service~~  
25 ~~facilities resulting from an approved project when:~~

26 ~~(1) The local agency administering the project directly~~  
27 ~~incurs such costs; or~~

28 ~~(2) The local agency administering the project is obligated~~  
29 ~~by law or by previously established and documented policies and~~  
30 ~~practices for such costs.~~

31 ~~Board funds may be used in the costs to underground service~~  
32 ~~connections for street illumination and traffic signal services~~  
33 ~~within the prescribed limits of the approved project.~~

34 ~~The board funds used in the costs of relocating utility or~~  
35 ~~other service facilities, other than service connections for~~  
36 ~~street illumination and traffic signal services within the~~  
37 ~~prescribed limits of the approved project, shall be further~~  
38 ~~limited as follows:~~

39 ~~(a) Where a local agency requires that existing overhead~~  
40 ~~facilities be placed underground, board funds shall be limited.~~  
41 ~~The board considers this type of improvements to be aesthetic in~~  
42 ~~nature as is landscaping, therefore, the cost involved in~~  
43 ~~undergrounding the utility facilities, in excess of the~~  
44 ~~estimated cost to relocate them overhead, will be included~~  
45 ~~within the three percent allowance for landscaping costs.~~

46 ~~(b) If utility lines or other service facilities are~~  
47 ~~already underground, board funds may be used in the costs of~~  
48 ~~replacing such facilities on an underground basis.~~

49  
50 ~~[Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,~~

WAC (3/15/0712/29/065/8/06 4:08 PM2:26 PM10:09 AM) [ 64 ]

2  
3 **NEW SECTION**

4 **WAC 479-05-101 Railroad adjustments or relocation.**

5 Railroad adjustments or relocations may be reimbursed using the  
6 following criteria:

7 (1) TIB will reimburse the local agency for reasonable and  
8 necessary costs.

9 (2) There is a direct impact within the project limits.  
10 Improvements beyond the necessary replacement costs to mitigate  
11 the impacts of the project, will not be reimbursed.

12  
13 **WAC 479-05-120 Street illumination and ~~T~~traffic control**  
14 **devices.** Traffic control devices for an approved project may be  
15 purchased and installed under RCW 35.22.620(3), 35.23.352(1),  
16 and 36.77.065(3) by:

17 (1) The contractor for the construction phase of the  
18 project; or

19 (2) Local Agency employees  
20 UATA or TIA funds may be used in the costs to underground  
21 service connections for street illumination and traffic signal  
22 services within the approved project scope.

23  
24 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
25 § 479-05-120, filed 11/23/99, effective 12/24/99.]

26  
27 **WAC 479-05-130 Project landscaping and aesthetic**  
28 **improvements.** Cost of landscaping and aesthetic improvements is  
29 limited to three percent of the total eligible authorized  
30 project costs.

31 (1) Landscaping includes:

32 (a) Cost of trees, shrubs, sod, and other plant material

33 (b) Top soil and bark

34 (c) Irrigation and tree grates

35 (d) Labor for installation

36 (2) Aesthetic improvement includes:

37 (a) Ornamental lighting

38 (b) The local agency share of the cost of undergrounding of  
39 utilities

40 (c) Public art

41 (d) Special surfacing treatments (stamped concrete, pavers)

42 (e) Labor for installation

43 (3) Items not considered landscaping or aesthetic improvements  
44 are:

45 (a) Erosion control treatment ~~is not considered a part of~~  
46 ~~landscaping costs.~~

47 (b) Wetlands mitigation (plantings) required by federal or  
48 state regulations.

49 (c) Property restoration

50 Requests for increases in landscaping and related costs are

subject to WAC 479-05-201, WAC 479-05-202, and WAC 479-05-203.  
~~will be considered as other cost increases. Landscaping costs~~  
~~in excess of the three percent limit may be paid for by the~~  
~~agency's other funding sources other than TIB funds.~~

[Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
§ 479-05-130, filed 11/23/99, effective 12/24/99.]

#### **NEW SECTION**

**WAC 479-05-131 Mitigation costs and limitations.** Mitigation costs may include:

(1) Sound walls/berms: Unless required by specific regulations, TIB will not participate in this cost.

(2) Superfund sites: TIB funds will not participate in the cost of cleanup.

(3) Bridges: Bridge designs exceeding the most cost effective are not eligible for participation.

(4) Wetlands: Mitigation in excess of what is required by federal or state requirements are not eligible to be reimbursed. UATA or TIA funds may not be used for excessive design, mitigation beyond federal or state requirements, or other unusual project features.

**WAC 479-05-140 Acquisition of rights of way.** Right of way will be acquired in accordance with chapter 8.26 RCW and chapter 468-100 WAC. Reimbursement of right of way acquisition cost is eligible within the design phase of the project. At ~~construction bid~~ phase, right of way acquisitions should be completed and certified. If all right of way cannot be certified, the local agency must have possession and use agreements for the remaining parcels. ~~Right of way participation is limited to the amount shown on the construction prospectus.~~

~~In the event the project is not built, funds expended for right of way may be requested to be refunded to the board.~~

[Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-05-140, filed 11/23/99, effective 12/24/99.]

#### **NEW SECTION**

**WAC 479-05-141 What is eligible for reimbursement of right of way.** Only the square footage needed for the roadway is eligible to be reimbursed, unless:

(1) It is deemed by TIB to be in the best interest of the project to purchase the entire parcel;

(2) An entire parcel take is required by local resolution;  
or

(3) An uneconomic remnant will remain.

1 All rights of way will be reimbursed based on the match ratio  
2 and participation is limited to the amount shown on the bid  
3 authorization form.

4 If after completion of the project, the uneconomic remnant is  
5 sold, transferred, or rezoned to make it an economic remnant,  
6 the proceeds of any sale will be placed back in the local  
7 agency's motor vehicle fund to be used for road improvement  
8 purposes only.

9 In the event the project is not built, TIB funds expended for  
10 right of way may be requested to be refunded to the board.  
11

12  
13 ~~WAC 479-05-150 Inclusion of bicycle facilities in~~ [MSOffice1]  
14 ~~projects. Agencies with funded projects including bicycle~~  
15 ~~facilities will submit a bikeway plan to the board with~~  
16 ~~verification that the plan has been approved by the agency's~~  
17 ~~legislative body.~~

18  
19 ~~[Statutory Authority: Chapters 47.26 and 47.66 RCW. 99 24 038,~~  
20 ~~§ 479-05-150, filed 11/23/99, effective 12/24/99.]~~  
21

#### 22 NEW SECTION

23 **WAC 479-05-170 Reimbursement of engineering costs.** Design  
24 and construction engineering costs eligible for reimbursement  
25 are limited to twenty-five percent of the approved contract bid  
26 amount, excluding special studies or right of way costs.  
27 Surveying and materials testing costs, even if they are part of  
28 the contract costs, are considered part of construction  
29 engineering and are subject to the twenty-five percent limit.  
30 Exceptions to the twenty-five percent engineering limit may be  
31 considered for small city projects when an unforeseen issue  
32 arises that is beyond the control of the local agency. The  
33 local agency may request an increase through WAC 479-05-201  
34 process. by the board.  
35

#### 36 NEW SECTION

37 **WAC 479-05-171 Reimbursement of cultural resource**  
38 **assessment costs for TIB funded projects.** If a cultural  
39 resource assessment is required by the state ~~d~~Department of  
40 ~~a~~Archaeology and ~~h~~Historical ~~p~~Preservation, ~~the board~~TIB will  
41 reimburse the normal costs required ~~for of~~ the assessment. The  
42 assessment is considered part of design engineering, is not a  
43 special study, and not included in the twenty five percent  
44 limitation in WAC 479-05-170.  
45

#### 46 NEW SECTION

47 **WAC 479-05-200 When an agency may request an increase in**  
48 **TIB funds.** Local agencies may request an increase in funds at  
49 the bid, construction, bid opening, and contract completion  
50 project closeout phases.

1  
2 **NEW SECTION**

3 **WAC 479-05-201 How an agency requests an increase in**  
4 **board TIB funds. increase.** ~~Increases in TIB funds may be~~  
5 ~~requested by the lead local agency and submitted to TIB staff~~  
6 ~~through the bid authorization form or updated cost estimate~~  
7 ~~form.~~

8 ~~The executive director will consider increase requests up to the~~  
9 ~~levels in WAC 479-01-060.~~

10 ~~Increase requests above the executive director administrative~~  
11 ~~authority requires board action. The local agency is~~  
12 ~~responsible may be asked to for preparing and giving a~~  
13 ~~presentation to the board justifying the increase.~~

14  
15 **NEW SECTION**

16 **WAC 479-05-242-202 Criteria the board and the executive**  
17 **director uses when reviewing increase requests.** The board and  
18 ~~executive director will consider the following when reviewing~~  
19 ~~increases:~~

20 (1) ~~Whether the~~ granting of the request will obligate  
21 funding beyond an acceptable level or will adversely affect  
22 authorized funds previously approved by the board.

23 (2) Requests for increases at ~~bid construction phase award~~  
24 ~~will take priority over construction and contract completion~~  
25 ~~phase other phase requests. approvals.~~

26 (3) ~~Whether the~~ requested increase ~~is to~~ would pay  
27 ~~for fund~~ an expansion of the authorized scope of the work that is  
28 ~~beyond the work that~~ approved at design phase.

29 (4) ~~Whether The~~ increased funds ~~should have been~~  
30 ~~anticipated by the local agency at the construction phase of the~~  
31 ~~project the local agency should have anticipated an increase~~  
32 ~~would be necessary at the outset of the project.~~

33 (5) Local agency and funding partner ability to contribute  
34 to the increased costs.

35 (56) Other criteria on a case by case basis.

36  
37 [Statutory Authority: Chapter 47.26 RCW. 03-16-077, § 479-05-  
38 240, filed 8/4/03, effective 9/4/03; 01-19-040, § 479-05-240,  
39 filed 9/14/01, effective 10/15/01. Statutory Authority:  
40 Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-05-240, filed  
41 11/23/99, effective 12/24/99.]

42  
43 **NEW SECTION**

44 **WAC 479-05-203 When If an increase is not approved.** ~~If the~~  
45 ~~director or the board does not approve the request of a local~~  
46 ~~agency for an increase, the administering agency may~~ An agency  
47 ~~request for an increase in funds may go to either the executive~~  
48 ~~director or the board, as described in WAC 479-05-201, depending~~  
49 ~~on the size of the request:~~

50 (1) If the executive director hears the request and does not

WAC (3/15/0712/29/065/8/06 4:08 PM2:26 PM10:09 AM)[ 68 ]

1 approve it, the local agency may:

2 (1a) Proceed with the project, paying for any additional  
3 costs with local or other funds; or

4 (2b) Withdraw the request for participation;

5 (c) Request a formal review of the executive director's  
6 decision by the board; or

7 (3d) Submit a Request a to the executive director to  
8 reduction in the scope of the project as provided in WAC 479-  
9 05-051.

10 (2) The project will need to retain a usable and functional  
11 improvement to be granted a reduction. If the board hears the  
12 request and does not approve it, the local agency may:

13 (a) Proceed with the project, paying for additional costs;

14 (b) Withdraw the request for participation; or

15 (c) Request a scope modification or reduction as provided  
16 in WAC 479-05-051.

17 In either case, the project will need to retain a usable and  
18 functional improvement to be granted a scope reduction.

#### 20 **NEW SECTION**

21 **WAC 479-05-210 When a project is considered delayed.**

22 Projects are considered to be delayed when one of the following  
23 occurs:

24 (1) Urban corridor program projects do not reach bid  
25 award construction phase within five years and six months.

26 (2) Urban arterial program projects do not reach bid  
27 award construction phase within four years and six months.

28 (3) All other programs must reach bid award construction  
29 phase within two years and six months.

30 The date funding is made available to the local agency by TIB is  
31 the starting point in calculating the delay date.

32  
33 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
34 § 479-05-250, filed 11/23/99, effective 12/24/99.]

#### 36 **NEW SECTION**

37 **WAC 479-05-211 The stages of delayed projects.** For TIB  
38 funded projects, there are three stages of delay:

39 (1) Stage 1 delay - if the project does not meet the  
40 project target dates in WAC 479-05-210.

41 (2) Stage 2 delay - if the project does not meet the  
42 revised bid date as agreed in Stage 1 delay under WAC 479-05-  
43 212, or one year after Stage 1 delay.

44 (3) Stage 3 delay - if the project does not meet the  
45 revised bid date as agreed to under stage 2 delay under WAC 479-  
46 05-212, or one year after Stage 2 delay.

47 The Executive Director has discretion when moving projects from  
48 one stage of delay to the next and may consider pending bid  
49 dates or other indications or impending progress.

#### 51 **NEW SECTION**

WAC (3/15/07) 12/29/06 5:06 PM 2:26 PM 10:03 AM [ 69 ]

1        WAC 479-05-212 Delayed project reviewReview and  
2 consequences of delay. Delayed projects will be reviewed as  
3 follows:

4        (1) ~~Stage 1 delay~~ Agency plan letter - the ~~the~~ TIB staff  
5 report the delayed project to the board at a regularly scheduled  
6 board meeting. The executive director requests a letter from  
7 the agency to respond with a plan on how the agency will make  
8 progress to get back on schedule.

9        (2) ~~Stage 2 delay~~ Explanation and commitment - A local  
10 ~~agency gives~~ provides TIB staff with an explanation of why the  
11 project is delayed and a commitment date which is acceptable to  
12 the executive director or board.

13        (3) ~~Stage 3 delay~~ Hearing - ~~If~~ the agency misses the  
14 agreed upon date(s) or deadlines set in the Stage 2 review, ~~the~~  
15 agency will be provided a hearing in front of the board at the  
16 next regularly scheduled meeting. The result of the hearing  
17 will include an absolute date for resolution agreed to by the  
18 board.        (4) Suspension or withdrawal - If the local agency ~~is~~  
19 ~~does not making meet~~ acceptable progress and miss the agreed to  
20 dates the absolute date for resolution as agreed to by the board  
21 in the Stage 3 hearing, the project will ~~may~~ be suspended or  
22 the agency may be requested to withdraw the project and reapply  
23 for funding in a later funding cycle.  
24  
25



Chapter 479-05 WAC

PROGRAM REQUIREMENTS Last Update: 8/4/03 WAC

- 479-05-010 Submission of proposed projects.
- 479-05-011 Emergent nature project submission and limitations.
- 479-05-012 Urban project transfer for completion.
- 479-05-020 Six-year transportation program plan.
- 479-05-030 A registered professional engineer must be in charge.
- 479-05-040 Value engineering study requirements.
- 479-05-041 When a value engineering study may be waived.
- 479-05-050 Project phases.
- 479-05-051 Project modification and scope change.
- 479-05-060 Methods of construction.
- 479-05-070 Design standards or deviations.
- 479-05-080 Standard specifications.
- 479-05-100 Utility adjustments or relocations.
- 479-05-101 Railroad adjustments or relocation.
- 479-05-120 Street illumination and traffic control devices.
- 479-05-130 Project landscaping and aesthetic improvements.
- 479-05-131 Mitigation costs and limitations.
- 479-05-140 Acquisition of rights of way.
- 479-05-141 What is eligible for reimbursement of right of way.
- 479-05-170 Reimbursement of engineering costs.
- 479-05-171 Reimbursement of cultural resource assessment costs for TIB funded projects.
- 479-05-200 When an agency may request an increase in TIB funds.
- 479-05-201 How an agency requests an increase in TIB funds.
- 479-05-202 Criteria the board and the executive director uses when reviewing increase requests.
- 479-05-203 If an increase is not approved.
- 479-05-210 When a project is considered delayed.
- 479-05-211 The stages of delayed projects.
- 479-05-212 Review and consequences of delay.

**WAC 479-05-010 Submission of proposed projects.** A call for projects may be made as the board deems appropriate. Subsequent to a call, a priority array may be adopted. The array will be published and will list all approved applications. Special funding programs or a special call for projects may be made by the board as funds allow.

[Statutory Authority: Chapter 47.26 RCW. 03-16-077, § 479-05-010, filed 8/4/03, effective 9/4/03. Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-05-010, filed 11/23/99, effective 12/24/99.]

**NEW SECTION**

**WAC 479-05-011 Emergent nature project submission and limitations.** An eligible agency may request the Transportation Improvement Board consider a project for emergency funding outside of the normal call for projects. To be considered as emergent nature, a project must demonstrate the following:

(1) There has been a significant change in the location or development of traffic generators in the area of the project.

(2) The work proposed is necessary to avoid or reduce serious traffic congestion in the area of the project in the near future.

(3) A partially funded project that, if completed, would enable a community to secure an unanticipated economic development opportunity.

(4) Other funding sources the local agency has applied for

WAC (3/15/073/13/07 4:10 PM9:45-AM) [ 1 ]

1 or secured for the project.

2 (5) The funding of the project would not adversely impact  
3 currently funded projects.

4 The agency may be asked to make a presentation to the board on  
5 the project.

6  
7  
8 **NEW SECTION**

9 **WAC 479-05-012 Urban project transfer for completion.** If  
10 an urban project meets the criteria of both the Urban Arterial  
11 Trust Account (UATA) and Transportation Improvement Account  
12 (TIA), the funding source for the project may be transferred  
13 from one account to the other as the board deems necessary to  
14 ensure project completion.

15  
16  
17 **WAC 479-05-020 Six-year transportation program plan..**  
18 Projects selected in the priority array must be included in the  
19 local agency's perpetual advanced six-year plan for coordinated  
20 transportation program expenditures prior to receiving  
21 authorization to proceed on the project.

22  
23 [Statutory Authority: Chapters 47.26 and 47.66 RCW. RCW  
24 35.77.010, 36.81.121 and 35.58.2795. 99-24-038, § 479-05-020,  
25 filed 11/23/99, effective 12/24/99.]

26  
27  
28 **RENUMBER SECTION**

29 **WAC 479-05-030 A registered professional engineer must be**  
30 **in charge.** All projects using UATA or TIA funds will be  
31 supervised by a professional engineer registered in the state of  
32 Washington.

33  
34 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-  
35 038, § 479-05-070, filed 11/23/99, effective 12/24/99.]

36  
37 **WAC 479-05-040 Value engineering study requirements.** A  
38 value engineering study is required for urban projects with  
39 total cost exceeding two and one half million dollars or when  
40 determined by the executive director.

41  
42 **NEW SECTION**

43 **WAC 479-05-041 When a value engineering study may be**  
44 **waived.** If the project meets one of the following criteria, the  
45 study is automatically waived:

46 (1) Project receives less than twenty percent in board  
47 funds; or

48 (2) Project is construction only.

49  
50 The executive director has the discretion to waive the value

WAC (3/15/073/13/07 4:10 PM9:45 AM) [ 72 ]

1 engineering study requirement if the total project cost is less  
2 than five million dollars.  
3 The board has the discretion to waive the value engineering  
4 study requirement on any project.

5  
6 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-  
7 24-038, § 479-05-040, filed 11/23/99, effective 12/24/99.]  
8

9 **WAC 479-05-050 Project phases.** Projects authorized by the  
10 board are divided into the following phases:

11 (1) Design Phase - documents that must be received prior to  
12 phase approval include:

13 (a) Signed funding status form confirming that the  
14 funding partners are fully committed;

15 (b) Page from the adopted six year transportation  
16 program plan which lists the project;

17 (c) Signed fuel tax agreement; and

18 (d) Consultant agreement (small city arterial and small  
19 city sidewalk programs only).

20 (2) Bid Phase - documents that must be received prior to  
21 phase approval include:

22 (a) Signed bid authorization form that contains:

23 (i) Plans and specification package;

24 (ii) Written confirmation of funding partners; and

25 (iii) That full funding is available for the project.

26 (b) Signed confirmation that right-of-way is acquired  
27 or possession and use is in place;

28 (c) Engineer's estimate is in final format;

29 (d) Consultant agreement (small city arterial and  
30 small city sidewalk programs only);

31 (e) Certification that a cultural resource assessment  
32 was completed (if applicable); and

33 (f) Traffic signal warrants (if applicable).

34 (3) Construction Phase - documents that must be received  
35 prior to phase approval include:

36 (a) Updated cost estimate form signed by an agency  
37 official and the project engineer;

38 (b) Bid tabulations; and

39 (c) Description of cost changes.

40 (4) Project Closeout Phase - documents that must be  
41 received prior to phase approval include:

42 (a) Updated cost estimate form signed by an agency  
43 official and the project engineer;

44 (b) Final summary of quantities; and

45 (c) Accounting history signed by agency financial  
46 manager or official.

47  
48 [Statutory Authority: Chapter 47.26 RCW. 03-16-077, § 479-05-  
49 050, filed 8/4/03, effective 9/4/03. Statutory Authority:  
50 Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-05-050, filed

WAC (3/15/073/13/07 4:10 PM9:45 AM) [ 73 ]

1 11/23/99, effective 12/24/99.]

2  
3 **NEW SECTION**

4 **WAC 479-05-051 Project modification and scope change.** The  
5 executive director may approve scope changes except the  
6 following which require board approval:

- 7 (1) A change in the project limits with a request for an  
8 increase in funding beyond the Executive Director's  
9 administrative authority in WAC 479-01-060;  
10 (2) Adding or decreasing through lanes;  
11 (3) Adding or eliminating grade separations;  
12 (4) Reducing limits greater than one hundred lineal feet;  
13 (5) Inclusion or exclusion of major project element that  
14 may be considered a scope change by the executive  
15 director; or  
16 (6) Changes to project components that were used to rate  
17 the project.  
18

19 **WAC 479-05-060 Methods of construction.** All construction  
20 using UATA or TIA funds will be advertised, competitively bid,  
21 and contracted, except:

- 22 (1) Utility and railroad relocations and adjustments;  
23 (2) Government force work;  
24 (3) Work eligible from the small works roster  
25 (4) Local agencies may be otherwise exempt from bidding  
26 requirements if so authorized by an applicable statute contained  
27 in chapter 36.77, 35.22, 35.23, or 35.27 RCW.  
28

29 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
30 § 479-05-060, filed 11/23/99, effective 12/24/99.]  
31

32 **RENUMBERED SECTION**

33 **WAC 479-05-070 Design standards or deviations.** All  
34 projects will be designed using the *City and County Design*  
35 *Standards* publication of the WSDOT local agency guidelines  
36 manual. Any deviation from the design standard must be approved  
37 in writing by the Executive Director.  
38

39 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
40 § 479-05-090, filed 11/23/99, effective 12/24/99.]  
41

42 **WAC 479-05-080 Standard specifications.** The current  
43 edition of the *Standard Specifications for Road, Bridge, and*  
44 *Municipal Construction* or equivalent, will be used as the  
45 standard for construction of board funded projects.  
46

47 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
48 § 479-05-080, filed 11/23/99, effective 12/24/99.]  
49  
50

1           **WAC 479-05-100 Utility adjustments or relocations.**

2   Utility adjustments or relocations may be reimbursed using the  
3   following criteria:

4       (1) If it is a direct cost for utility adjustments that are  
5   owned by the local government;

6       (2) If the utility provider owns the property in fee  
7   title; or

8       (3) If the Utility Franchise Agreement requires the local  
9   agency to pay for those utility adjustments or relocations  
10   required by state or local government.

11  
12   Upgrading of utilities is not eligible for reimbursement by UATA  
13   or TIA funds.

14   If the proposed work will cause a significant change in scope,  
15   the agency must seek board approval.

16  
17  
18   [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
19   § 479-05-100, filed 11/23/99, effective 12/24/99.]  
20  
21

22   **NEW SECTION**

23           **WAC 479-05-101 Railroad adjustments or relocation.** Railroad  
24   adjustments or relocations may be reimbursed using the following  
25   criteria:

26       (1) TIB will reimburse the local agency for reasonable and  
27   necessary costs.

28       (2) There is a direct impact within the project limits.  
29   Improvements beyond the necessary replacement costs to mitigate  
30   the impacts of the project will not be reimbursed.

31  
32           **WAC 479-05-120 Street illumination and traffic control**  
33   **devices.** Traffic control devices for an approved project may be  
34   purchased and installed under RCW 35.22.620(3), 35.23.352(1),  
35   and 36.77.065(3) by:

36       (1) The contractor for the construction phase of the  
37   project; or

38       (2) Local agency employees  
39   UATA or TIA funds may be used in the costs to underground  
40   service connections for street illumination and traffic signal  
41   services within the approved project scope.

42  
43   [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
44   § 479-05-120, filed 11/23/99, effective 12/24/99.]  
45

46           **WAC 479-05-130 Project landscaping and aesthetic**  
47   **improvements.** Cost of landscaping and aesthetic improvements is  
48   limited to three percent of the total eligible authorized  
49   project costs.

50   (1) Landscaping includes:

- (a) Cost of trees, shrubs, sod, and other plant material
  - (b) Top soil and bark
  - (c) Irrigation and tree grates
  - (d) Labor for installation
- (2) Aesthetic improvement includes:
- (a) Ornamental lighting
  - (b) The local agency share of the cost of undergrounding of utilities
  - (c) Public art
  - (d) Special surfacing treatments (stamped concrete, pavers)
  - (e) Labor for installation
- (3) Items not considered landscaping or aesthetic improvements are:
- (a) Erosion control treatment
  - (b) Wetlands mitigation (plantings) required by federal or state regulations.
  - (c) Property restoration

Requests for increases in landscaping and related costs are subject to WAC 479-05-201, WAC 479-05-202, and WAC 479-05-203. Landscaping costs in excess of the three percent limit may be paid for by funding sources other than TIB funds.

[Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-05-130, filed 11/23/99, effective 12/24/99.]

#### **NEW SECTION**

**WAC 479-05-131 Mitigation costs and limitations.** Mitigation costs may include:

- (1) Sound walls/berms: Unless required by specific regulations, TIB will not participate in this cost.
- (2) Superfund sites: TIB funds will not participate in the cost of cleanup.
- (3) Bridges: Bridge designs exceeding the most cost effective are not eligible for participation.
- (4) Wetlands: Mitigation in excess of what is required by federal or state requirements are not eligible to be reimbursed. UATA or TIA funds may not be used for excessive design, mitigation beyond federal or state requirements, or other unusual project features.

**WAC 479-05-140 Acquisition of rights of way.** Right of way will be acquired in accordance with chapter 8.26 RCW and chapter 468-100 WAC. Reimbursement of right of way acquisition cost is eligible within the design phase of the project. At bid phase, right of way acquisitions should be completed and certified. If all right of way cannot be certified, the local agency must have possession and use agreements for the remaining parcels.

[Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
§ 479-05-140, filed 11/23/99, effective 12/24/99.]

**NEW SECTION**

**WAC 479-05-141 what is eligible for reimbursement of right of way.** Only the square footage needed for the roadway is eligible to be reimbursed, unless:

- (1) It is deemed by TIB to be in the best interest of the project to purchase the entire parcel;
- (2) An entire parcel take is required by local resolution; or
- (3) An uneconomic remnant will remain.

All rights of way will be reimbursed based on the match ratio and participation is limited to the amount shown on the bid authorization form.

If after completion of the project, the uneconomic remnant is sold, transferred, or rezoned to make it an economic remnant, the proceeds of any sale will be placed back in the local agency's motor vehicle fund to be used for road improvement purposes only.

In the event the project is not built, TIB funds expended for right of way may be requested to be refunded to the board.

**NEW SECTION**

**WAC 479-05-170 Reimbursement of engineering costs.** Design and construction engineering costs eligible for reimbursement are limited to twenty-five percent of the approved contract bid amount, excluding special studies or right of way costs. Surveying and materials testing costs, even if they are part of the contract costs, are considered part of construction engineering and are subject to the twenty-five percent limit. Exceptions to the twenty-five percent engineering limit may be considered for small city projects when an unforeseen issue arises that is beyond the control of the local agency. The local agency may request an increase through WAC 479-05-201 process.

**NEW SECTION**

**WAC 479-05-171 Reimbursement of cultural resource assessment costs for TIB funded projects.** If a cultural resource assessment is required by the state Department of Archaeology and Historical Preservation, TIB will reimburse the normal costs required for the assessment. The assessment is considered part of design engineering, is not a special study, and not included in the twenty five percent limitation in WAC 479-05-170.

**NEW SECTION**

WAC (3/15/073/13/07 4:10 PM9:45-AM) [ 77 ]

1        **WAC 479-05-200 When an agency may request an increase in**  
2 **TIB funds.** Local agencies may request an increase in funds at  
3 the bid, construction, and project closeout phases.  
4

5 **NEW SECTION**

6        **WAC 479-05-201 How an agency requests an increase in TIB**  
7 **funds.** Increases in TIB funds may be requested by the lead local  
8 agency and submitted to TIB staff through the bid authorization  
9 form or updated cost estimate form.

10 The executive director will consider increase requests up to the  
11 levels in WAC 479-01-060.

12 Increase requests above the executive director administrative  
13 authority requires board action. The local agency may be asked  
14 to prepare and make a presentation to the board justifying the  
15 increase.  
16

17 **NEW SECTION**

18        **WAC 479-05-202 Criteria the board and the executive**  
19 **director uses when reviewing increase requests.** The board and  
20 executive director will consider the following when reviewing  
21 increases:

22        (1) Whether the granting of the request will obligate  
23 funding beyond an acceptable level or will adversely affect  
24 authorized funds previously approved by the board.

25        (2) Requests for increases at construction phase will take  
26 priority over other phase requests.

27        (3) Whether the request would fund an expansion of the  
28 scope of work beyond that approved at design phase.

29        (4) Whether the local agency should have anticipated an  
30 increase would be necessary at the outset of the project.

31        (5) Local agency and funding partner ability to contribute  
32 to the increased costs.

33        (6) Other criteria on a case by case basis.  
34

35 [Statutory Authority: Chapter 47.26 RCW. 03-16-077, § 479-05-  
36 240, filed 8/4/03, effective 9/4/03; 01-19-040, § 479-05-240,  
37 filed 9/14/01, effective 10/15/01. Statutory Authority:  
38 Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-05-240, filed  
39 11/23/99, effective 12/24/99.]  
40

41 **NEW SECTION**

42        **WAC 479-05-203 If an increase is not approved.** An agency  
43 request for an increase in funds may go to either the executive  
44 director or the board, as described in WAC 479-05-201, depending  
45 on the size of the request:

46        (1) If the executive director hears the request and does not  
47 approve it, the local agency may:

48            (a) Proceed with the project, paying for any additional  
49 costs with local or other funds;

50            (b) Withdraw the request for participation;



1 (c) Request a formal review of the executive director's  
2 decision by the board; or

3 (d) Submit a request to the executive director to reduce  
4 the scope of the project as provided in WAC 479-05-051.

5 (2) If the board hears the request and does not approve it, the  
6 local agency may:

7 (a) Proceed with the project, paying for additional costs;

8 (b) Withdraw the request for participation; or

9 (c) Request a scope modification or reduction as provided  
10 in WAC 479-05-051.

11 In either case, the project will need to retain a usable and  
12 functional improvement to be granted a scope reduction.

#### 13 14 **NEW SECTION**

##### 15 **WAC 479-05-210 When a project is considered delayed.**

16 Projects are considered delayed when one of the following  
17 occurs:

18 (1) Urban corridor program projects do not reach  
19 construction phase within five years and six months.

20 (2) Urban arterial program projects do not reach  
21 construction phase within four years and six months.

22 (3) All other programs must reach construction phase within  
23 two years and six months.

24 The date funding is made available to the local agency by TIB is  
25 the starting point in calculating the delay date.

26  
27 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
28 § 479-05-250, filed 11/23/99, effective 12/24/99.]

#### 29 30 **NEW SECTION**

31 **WAC 479-05-211 The stages of delayed projects.** For TIB  
32 funded projects, there are three stages of delay:

33 (1) Stage 1 delay - if the project does not meet the  
34 project target dates in WAC 479-05-210.

35 (2) Stage 2 delay - if the project does not meet the  
36 revised bid date as agreed in Stage 1 delay under WAC 479-05-  
37 212, or one year after Stage 1 delay.

38 (3) Stage 3 delay - if the project does not meet the  
39 revised bid date as agreed to under stage 2 delay under WAC 479-  
40 05-212, or one year after Stage 2 delay.

41 The Executive Director has discretion when moving projects from  
42 one stage of delay to the next and may consider pending bid  
43 dates or other indications or impending progress.

#### 44 45 **NEW SECTION**

46 **WAC 479-05-212 Review and consequences of delay.** Delayed  
47 projects will be reviewed as follows:

48 (1) Stage 1 Agency plan letter - the TIB staff report the  
49 delayed project to the board at a regularly scheduled board  
50 meeting. The executive director requests a letter from the  
51 agency to respond with a plan on how the agency will make

WAC (3/15/073/13/07 4:10 PM9:45-AM) [ 79 ]

1 progress to get back on schedule.  
2 (2) Stage 2 Explanation and commitment - local agency  
3 provides TIB staff with an explanation of why the project is  
4 delayed and a commitment date which is acceptable to the  
5 executive director or board.  
6 (3) Stage 3 Hearing - if the agency misses the agreed upon  
7 date(s) or deadlines set in the Stage 2 review, the agency will  
8 be provided a hearing in front of the board at the next  
9 regularly scheduled meeting. The result of the hearing will  
10 include an absolute date for resolution agreed to by the board.  
11 (4) Suspension or withdrawal - If the local agency does not  
12 meet the absolute date for resolution as agreed to by the board  
13 in the Stage 3 hearing, the project may be suspended or the  
14 agency may be requested to withdraw the project and reapply for  
15 funding in a later funding cycle.  
16  
17